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OF
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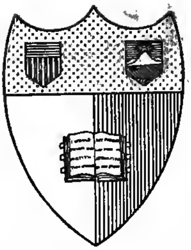
TO AND FROM
INDIA, CHINA, &c.



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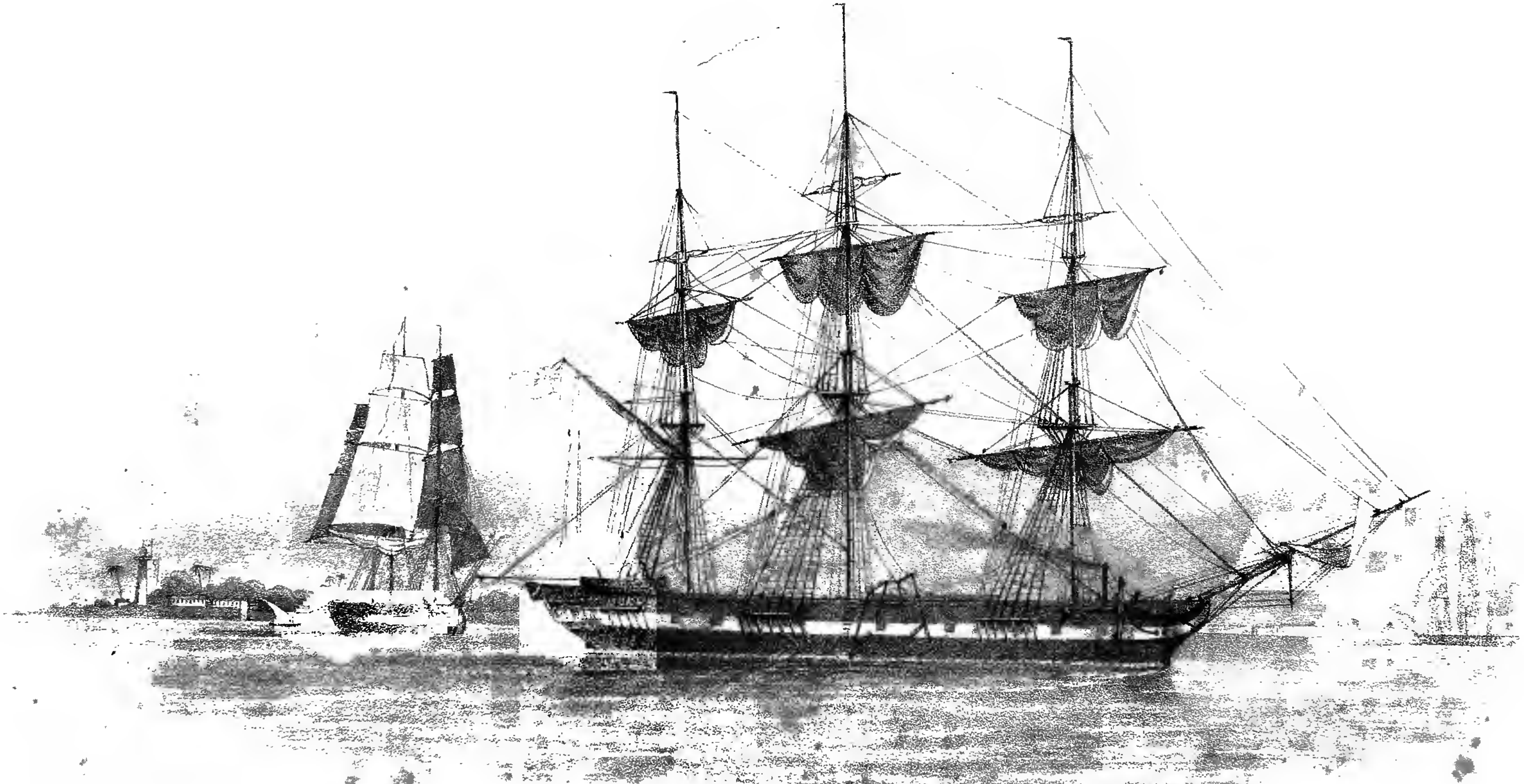

Baily & Co. Lithrs 83 Cornhill.

The Ship "MARIA" 460 Tons, fitted with Melvilles Patent Propellers.

Messrs Gardner, Urquhart & Co., Owners; —— James Black, Commander.

AN ANALYSIS
OF
ONE HUNDRED VOYAGES
TO AND FROM
INDIA, CHINA, &c.
PERFORMED BY
SHIPS IN THE HON$^{\text{BLE}}$ EAST INDIA COMPANY'S SERVICE;
With Remarks on the Advantages of Steam-Power
APPLIED
AS AN AUXILIARY AID TO SHIPPING;
AND SUGGESTIONS FOR IMPROVING THEREBY THE COMMUNICATION
WITH INDIA, VIÂ THE CAPE OF GOOD HOPE.

TO WHICH IS ADDED
AN APPENDIX,
CONTAINING
A DESCRIPTION OF MELVILLE'S PATENT PROPELLERS,
WITH PLANS OF THE ENGINES, MACHINERY, &c.

By HENRY WISE,
LATE CHIEF OFFICER OF THE HONOURABLE COMPANY'S SHIP EDINBURGH.

London:
PUBLISHED FOR THE AUTHOR,
BY J. W. NORIE & Co., 157, LEADENHALL STREET;
AND
W. H. ALLEN & Co., 7, LEADENHALL STREET.

1839.

ENTERED AT STATIONERS' HALL.

S. M'DOWALL, Printer, 95, Leadenhall Street.

To JOHN MELVILLE, Esq.

Dear Sir,

Your invention for propelling ships when becalmed, opens a wide field for the exercise of British enterprise, and will doubtless form a new era in the maritime annals of our Country.

The experience of modern times has amply shewn, that improved modes of communication, are amongst the most efficient means of advancing the civilization and happiness of mankind. Every additional invention, for the furtherance of this great object, cannot but be hailed with satisfaction by the Public; and I know of none, which in our day promises to confer more extensive benefits on the commerce and navigation of the Country, than your plan of propelling vessels, which, as being applicable to those of every form or construction, and to all kinds of situations, whether on seas, rivers, or canals, may be truly designated as *universal.*

For this attempt to illustrate the advantages of it, I rely on your indulgence; and remain,

Dear Sir,

Yours faithfully,

HENRY WISE.

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PREFACE.

THE absence of any thing like practical detail in the various suggestions hitherto submitted for improving the communication with India, *viâ* the Cape of Good Hope, and the non-appearance of any work exhibiting the vast advantages of steam-power applied as an *auxiliary aid* to shipping, occasion this intrusion upon public attention.

In order to establish the necessity of such an additional resource on grounds beyond all question, it was requisite to ascertain correctly the actual delay experienced during distant voyages in consequence of calms and light airs: this has been effected, and from data that none can dispute—the log-books of ships in the Honourable East India Company's Service.

Every unprejudiced mind will admit, that if vessels so well navigated, manned, and stored as the Company's ships were, have been subjected to such serious detention, those less efficiently appointed will experience as much, if not greater, delay.

I have endeavoured to point out in what situations steam-power as an occasional assistance will be most effectual; and have much pleasure in communicating the mass of useful information derivable from *an analysis of one hundred voyages* performed by ships in the Honourable East India Company's service; which to the young Commander will I trust be of important utility. The records of the first commercial navy in the world, are here brought under his observation in a condensed form; and the actual experience of former navigators, faithfully detailed for his guidance.

Many of my professional readers must have observed, the eager anxiety evinced by Masters not conversant with East India voyages, for the possession of old journals: the collection here offered, will I hope satisfy this desire. A careful inspection of the different routes exhibited in the annexed Tables, assisted by that invaluable work, "HORSBURGH'S DIRECTORY," will enable the inexperienced Commander, to trace in the good or indifferent passage to India, the causes of success or failure: he may consequently endeavour to emulate the one, and avoid the other.

The Commander proceeding to India on his *first voyage*, will find material support, and be inspired with confidence in all doubtful situations, by comparing his track, with that of a ship which left port about the same season of the year as his own (it being correctly ascertained, that during particular months, the winds and weather in certain localities are remarkably similar): the comfort, satisfaction, and success, attending an adherence to the route of the more experienced, he will soon learn to estimate.

My best acknowledgments are due to the Honourable the Court of Directors of the East India Company, for the use of their valuable journals, and to my friend MR. GEORGE COLEMAN, for the assistance he has kindly rendered me in the construction of this analysis:—his well-known experience as a practical navigator, will I hope be considered a sufficient guarantee for the accuracy of the several Tables.

To the ship-owner or merchant I need offer no apology for this undertaking:—every endeavour to improve navigation, or save time, they will readily appreciate, and consider the importance of the object I have in view, rather than my very imperfect execution of it.

H. W.

Canton Place, East India Road,
June, 1839.

REMARKS

ON THE

ADVANTAGES OF STEAM-POWER

APPLIED AS

AN AUXILIARY AID TO SHIPPING, &c.

To a maritime nation like Great Britain, there cannot be a subject of deeper interest than the one I am about to notice: the importance of it demands a consideration that my humble efforts can scarcely hope to excite; but at a period when our maritime supremacy is idly questioned, and the slumbering glory of our Navy almost forgotten, any attempt to call the attention of the Public to an important addition to the efficiency of our shipping cannot be unacceptable:—I allude to the combination of steam-power with the present resources of sailing vessels; and propose the application of it, on a limited scale, as an *auxiliary aid* to shipping during calms and light airs.

The experience of every nautical man will afford abundant evidence, that during most voyages to distant parts of the globe, contrary winds are less a source of detention than vexatious calms; the monotony of which may now be overcome, and the state of helplessness that ships are in when becalmed, obviated.

My professional readers will at once perceive in what numberless instances, this auxiliary aid may be used to advantage. Ships will now be enabled, in the absence of wind, to take up a favourable position in action, bring either broadside to bear, or move when requisite beyond the range of any destructive battery opposed to them; and the calm which frequently succeeds a heavy cannonading, will neither prevent future fleets from manœuvring, nor suspend the result of a long chace.*

Every frigate we have, could at a small expence be fitted with the additional assistance alluded to. The men-of-war on the African station, engaged in vain endeavours to suppress the slave-trade—an occupation fatal to many of our gallant fellows on that pestilential coast—would, with steam-power applied as proposed, be able to check more effectually that brutal traffic. At present the calms

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* Mr. Cooper in his recent work, "*History of the American Navy,*" has the following observations on the probable employment of steam-vessels in future wars:—

"That the use of steam will materially modify naval warfare, is probably true; but it cannot change its general character. No vessel can be built of sufficient force and size to transport a sufficiency of fuel, provisions, munitions of war, and guns, to contend with even a heavy frigate, allowing the last to bring her broadside to bear. It may be questioned if the heaviest steam-vessel of war that exists could engage a modern two-decked ship even in a calm, since the latter, in addition to possessing much greater powers of endurance, could probably bring the most guns to bear in all possible positions. Shot-proof batteries might indeed be built, that, propelled by steam, would be exceedingly formidable for harbour defence; but it is illusory to suppose that vessels of that description can ever be made to cruise. Even in estimating the power of steam-vessels in calms, as opposed to single ships of no great force, there is much exaggeration, as historical facts will amply prove. The wars of this country afford several instances of frigates carrying eighteen pounders lying exposed to the cannonade of fifteen or twenty gun-boats for two or three hours, and yet in no instance has any such vessel been either captured or destroyed. It is a heavy sea-steamer that can bring six guns to bear at a time, and yet frigates have resisted twenty guns, advantageously placed, for hours. It may be said that steamers would dare to approach nearer than gun-boats, and that, by obtaining more favourable positions, they will be so much the more formidable. There is but one position in which a ship can be assailed without the means of resistance, and that is directly ahead, and from a situation near-by. Large ships can hardly be said to be defenceless even under these circumstances; as the slightest variation in their position would always admit of their bringing three or four heavy guns to bear. The expedients of seamen offer a variety of means of changing the direction of a ship's head in calms, even did not the sea itself perform that office for them. Nothing, for instance, would be easier than to rig, temporarily, wheels, to be propelled by hand out of the stern or bow ports, or even on the quarter, that would bring a large ship's forward or after guns to bear, in a way to beat off or destroy a steamer.

"There are certain great principles that are unchangeable, and which must prevail under all circumstances. Of this class is the well-established fact, that a ship which possesses the efficiency which is contained in the double power to annoy and to endure, must, in all ordinary circumstances, prevail over a ship that possesses but one of these advantages, and that too in a smaller degree. Steam may be, and most probably will be, made a powerful auxiliary of the present which are favourable to slavers using their sweeps, and escaping with their cargoes of suffering beings, prevent the vessels of our squadron from approaching them, except with the ships' boats. The exposure of British seamen in such a climate, is notwithstanding the object, a fact that suggests the necessity of adopting every means that will render this arduous service less harassing, or the resources of our ships on that sickly station more complete. The slightest examination will shew how vastly preferable Mr. Melville's invention for propelling ships is, to the various methods hitherto suggested. Perhaps a difficulty of compelling the manual labour requisite for the ingenious contrivances of

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mode of naval warfare, but is by no means likely to supplant it. Fleets may be accompanied by steamers; but their warfare will be conducted by the present classes of heavy ships, since it is not possible to give sufficient powers of annoyance or endurance to vessels propelled by steam, to enable them to lie under the batteries of the latter. Even as active cruisers, the efficiency of steam-vessels is probably overrated, on account of the consumption of fuel; though it remains to be proved by experience whether their employment may not induce a change in the armaments of light vessels of war. The history of the war of 1812 shews that ships have often cruised months without having fallen in with convoys; and it is certain that no steamer, in the present state of science, can remain at sea thirty days, with efficiency as a steamer."

It is evident from the foregoing, that Mr. Cooper has not contemplated any other application of steam-power than the usual one prevalent, *viz.* the paddle-wheel, which can only be properly applied to *vessels built expressly for it;* and the probability of machinery being invented by which steam-power could be applied to the propelling of ships of the usual construction, when there is not a sufficiency of wind to enable them to move with sails, never struck his mind. Now Mr. Melville's invention affords the means of doing this; and as the machinery can be fitted to all *existing* vessels, occupies but little space, and does not encumber them in any degree, besides having other advantages which render it practicable to use steam-power when wind fails, or its employment becomes desirable or necessary, Mr. Cooper's remarks that "no vessel can be built of sufficient "force or size to transport a sufficiency of fuel, provisions, munitions of war, and "guns, to contend with a heavy frigate," will no longer hold good, as the "heavy frigate," or even the largest first-rate, may now be moved by the occasional application of steam-power: we shall still therefore possess the qualities which he deems essential in a ship of war, "the double power to annoy and to endure," and *also* have the power of movement independent of wind. Mr. Melville has arranged a plan by which the principal portion of his machinery for propelling can be placed entirely under the water-line, and beyond reach of accident from shot, leaving nothing exposed but the connecting rods to move the driving shafts, and even these admit of being easily protected. His propellers will not occasion the removal of a single gun on either deck.

Captain Savery* and others, caused the rejection of their plans. The appearance of an enemy's ship becalmed a few miles distant, would, no doubt, elicit cheerful compliance; but, wanting that stimulus, I question if the order "*to man the propellers*," would be very promptly attended to.

To vessels employed on voyages of discovery, and frequenting high latitudes, steam-power, as suggested, would be of great consequence—a ship becalmed in the vicinity of an iceberg, or any other object of danger, might be saved by the application of it.

Ships conveying troops will find the occasional aid of steam-power very important. The overland dispatches from Bombay, dated 1st of November last, referring to the preparations making at that Presidency in the military department of the Government, state, "the *Coote* (a sloop of war in the service of the Honourable East India Company), carrying the expedition against Aden, had been spoken at sea by the *Berenice Steamer*, and supplied with provisions:—she had made only *ten miles* in the previous *twenty-four hours*, and was then two hundred miles from Aden; so that it was feared the troops would arrive much out of condition."

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* Harris, in his Universal Dictionary, or Lexicon Technicum, published in 1704, states—"And here I think it requisite to give the reader a description of a very useful engine, the invention of one of our own nation, Captain Thomas Savery, a gentleman very skilful in things of this sort: it is a plan to row ships or boats at sea or in a river, when there is a stark calm, or very little wind.

"A description of this the inventor published in the year 1698, with his answers to the objections raised by Mr. Dummer and others; and the thought is so natural, and the manner of its working so plain and easy, that 'tis an amazing thing to one, that there is no more use made of it.

"He fits a wheel to the drumhead of the capstan, whose teeth turn a trundle-head, through which is run an iron bar that reaches clear across, and goes through the sides of the ship, and on its ends without-board at a convenient distance from the ship's sides are fastened two drumheads like that on the capstan, in which are fitted, to take out at pleasure, six or eight paddles; and at the outer end of the paddles is fastened an iron pin with a head to it, by which means, and by the help of a cord taking a half turn round about all these pins, both the paddles may be swifted or strained, and strengthened together, so that they shall all work proportionably; and also the paddles may, with a luff tackle, be the more handily and easily lifted in and out, in order to be fitted into or taken out of the drumheads of the bar.

"Now here, *if the men will but work!*—if there be enough of them, and the paddles be made proportionably large, according to the number of the men that can be brought to work at the capstan, I cannot see but that the engine will give the vessel fresher way than any oars can do worked by the same, or a far greater number of hands, as the experiments that have been tried do abundantly shew, according to the best information I can get of the matter."

The *Coote* is a fast ship; but like all others, without a breeze, helpless. Perhaps I could hardly select a more prominent fact to shew the absolute necessity of combining steam-power with the present resources of our shipping, than the situation of this vessel:—full of troops (destined to uphold or tarnish our country's honour), short of provisions, and *two hundred miles* from the scene of action, which, at the rate of her last day's progress, it would occupy nearly *three weeks* to reach—a distance that with the auxiliary aid alluded to, could easily be accomplished in *forty-eight hours*. More recent accounts inform us that these brave men have stormed and captured Aden: we must not however forget, that had their privations on board the *Coote*, been of much longer continuance, the operations against Aden might have terminated differently.

I have not quoted a tithe of the advantages to be derived from such an additional resource to shipping during war. In ordinary times what vast benefits this auxiliary aid will confer upon our mercantile marine! The recent loss of the ship *Protector*, at the mouth of the River Hooghly, after performing the voyage from England in safety, when one hundred and seventy persons perished, affords melancholy proof, that if any thing can be done to avert or lessen the frequency of such disasters, it is the duty of all to consider the means. I can very easily imagine, and so will my nautical readers, how this ill-fated vessel was lost. Arriving on the coast during thick blowing weather, she anchors, probably near the eastern or western sea-reefs, parts her cables, and is driven upon one of the many sand-banks in that locality (from which ships seldom or ever get off); a heavy sea running, soon completes her destruction. I remember in 1818, the Honourable Company's Ships *Castle Huntly* and *Dunira,* arrived off the Sand Heads, Bengal; for several days we had strong breezes, thick weather, severe squalls, and a constant deluge of rain; each ship cruising under snug canvas during the day in search of a pilot; at night firing guns every half-hour, burning blue lights, and using all possible means to procure one without success. The *Dunira* lost one or two anchors, and was riding near the reefs, when the pilot-vessel, on the weather clearing up, hove in sight:—both ships then proceeded up the River Hooghly. They had altogether nearly one thousand souls on board, and their situation, had their hemp-cables (then in use) all parted, would have been most critical.—The late hurricane that occasioned such deplorable loss of life and property on our own coast, is another stimulant to the question, "Can ships in future be in any way assisted to contend against similar difficulties?" The Commanders and Officers of our merchant ships, comprise amongst them, some of the best and bravest of Great Britain's sons: their crews are the sinews of the empire, and have every title to our best consideration. I do not pretend to assert, that in such a gale as occasioned the wreck of those fine ships, *Pennsylvania, Lockwoods, Crusader,* and others near Liverpool, steam-power, on the scale I am advocating, would have saved them; but every seaman will allow, that had ships when at anchor near a lee-shore, more effectual means than at present, for lessening during a heavy gale, the strain on the riding cable, these melancholy results would occur less frequently: under such circumstances, the proposed auxiliary aid would be most valuable. The ease and safety with which steam-vessels, by such application of their engines, ride out heavy gales in critical situations, prove what I advance; and experience will point out many other useful adaptations of a power we have only begun to use.

During the memorable hurricane in Bombay Harbour, on the 15th of June, 1837, a remarkable instance of the successful application of steam-power occurred. The ships *Edinburgh, Adelaide, John Stamp, Aurora, Ranger, Great Harwood, Hind, Mary Dugdale, Richard Walker, Rapid, Northumberland, Hastings,* and *Briton,* were all driven on shore—some were totally wrecked, and others more or less damaged; but the *Berenice* steam-vessel, after being run foul of by the *Hugh Lindsay* (both ships having parted their moorings), got the steam up, and proceeded to Mazagon, where she rode in safety.

The application of steam-power in the manner I propose, to shorten the duration of distant voyages, is another important result apparent to all who will take the trouble to investigate this subject thoroughly. It is evident that the actual daily progress effected by it during a calm will be very considerable; whereas at present, without such occasional aid, a ship is often, and for a length of time, almost stationary:—for instance, near the Equator, and between the limits of the N. E. and S. E. Trade-winds, a space of a few hundred miles only, ships are frequently detained periods varying from six to twenty days. The power to pass through this interval of calm with certainty in a short time, and to again enter within the influence of the Trade-winds, can only be properly estimated by those conversant with ships' accounts:—the saving in wages, provisions, wear and tear, interest, insurance, &c., consequent upon the use of such an auxiliary aid, they will doubtless appreciate.

Every seaman knows how very partial the winds are in many situations; and how often he has seen from the mast-head, a ship with all her sails full, whilst his own remained becalmed and motionless: in these instances such an additional resource even for a few miles, would be highly important.

The experience of many Commanders will remind them, how frequently they have made a fine passage to some particular limit in their route out or home, and there, got so delayed by a calm, as to be obliged to class what they imagined would prove an extraordinarily quick voyage, amongst those far otherwise, or such as have been very often performed by others.

Calms in peculiar localities are frequently the cause of greater delay than their actual duration: for example—After making a splendid run from Bombay, Bengal, or Java Head, a homeward-bound ship gets becalmed a few leagues to the eastward of Cape L'Agulhas for twenty-four hours; after which, the wind freshens up from the N. W.; bad weather comes on and continues; the vessel that with steam-power, applied for a few hours as an auxiliary aid, would have been propelled during the calm, round the Cape, and enabled to steer away for St. Helena, is two or three weeks detained to the eastward of L'Agulhas; her sails, rigging, and hull injured; crew knocked up; and the fine passage home, which all hands expected to make, lost.

The same results often occur in the northern part of the China seas. A ship, late in the season, or near the Equinox, leaves Singapore for China; she gets in sight of the land, and is there becalmed. Auxiliary aid from steam-power would in a few hours propel her into one of the many safe harbours on that coast. A gale, perhaps a Tyfoon, commences from the northward; and after being driven to leeward, sometimes to the southward of the Paracel Shoals, or amongst them, the same vessel makes the coast again, strained, shattered, and liable as ever, to a repetition of similar disasters.

For an illustration nearer home, of the great utility such occasional assistance would be, let us consider a ship after a tedious passage from India, full of passengers, troops, &c., short of water and provisions, having been delayed by a series of easterly winds, at length reaching the mouth of the British Channel, a calm ensues, and the hopes of all are sanguine for a change. With the auxiliary aid of steam-power, the vessel could be propelled into a western port, and supplies readily obtained: wanting such assistance, the returning breeze brings no comfort; the wind freshens up again steady from the eastward, and another week or fortnight's privation is the consequence: my own experience, and that of my professional readers, will confirm the probability of such contingencies happening.

Tedious passages through Straits similar to Malacca, Singapore, Gaspar, Banca, Sunda, &c., may now be avoided: ships in the vicinity of shoals, or drifting near the land with light winds and deep water, rendering the anchorage impossible, or unsafe, could with the assistance alluded to, steer clear of danger.

Vessels lightly manned, having a difficulty to purchase their anchor, would be greatly assisted by using such auxiliary aid:—indeed, by a very simple adaptation of the machinery fitted to MELVILLE'S PROPELLERS, the whole heavy work of the ship—weighing anchor, pumping, &c., might be accomplished independent of manual labour, should sickness, or any other casualty, render a resort to such means necessary.

SUGGESTIONS FOR IMPROVING THE COMMUNICATION WITH INDIA, VIÂ THE CAPE OF GOOD HOPE.

A careful inspection of the annexed Tables will I trust shew, that a real necessity for the application of steam-power, as an occasional and auxiliary aid to shipping, exists: I therefore submit, and with great deference, my suggestions for improving thereby our communication with India, *viâ* the Cape of Good Hope. I anticipate but little opposition from practical men, in asserting, *that* route must continue to be Great Britain's high road for the conveyance of troops and merchandise; the one through Egypt being far too precarious (not to mention the enormous expence and inconvenience attending repeated transshipments and land journies). With our important Indian possessions, we must always have, particularly in these critical times, regular and speedy communication, independent, if possible, of political changes, or the caprice of Egyptian rulers. The welfare of British India is identified with improved means of intercourse; and on the ocean, where no power can interrupt us, every exertion must be used to secure this desirable object.

The Analysis of One Hundred Voyages to and from India, China, &c., constructed for the purpose of shewing what very considerable delay ships have experienced from calms and light airs, points out with accuracy the locality of the principal detention, and the *extent* of it. To ascertain correctly these important facts, I preferred consulting the Journals of so important a Public Service as that of the Honourable East India Company, to the Log Books of private Merchant ships:—the former afford official and satisfactory data, accessible to all who may require confirmation of my statements; the latter, although they contain details better adapted to shew the great advantages to be derived from the occasional use of steam-power as an auxiliary aid, and exhibit frequent instances of delay far more extensive than the Indiamen experienced, are less conveniently referred to, and might not be considered so satisfactory as the documents which the Honourable Court of Directors have permitted me to inspect—records of a Service now abolished, but one that Great Britain must ever hold in proud remembrance.

The principle upon which I have constructed the analysis of each voyage, is as follows: the log-books of the several ships have been carefully examined; and the varieties of weather during every twenty-four hours, divided into four classes, *viz.*—

Dead Calm.	Ship not having steerage-way.
Light Airs.	Ship going from half-a-mile to three miles per hour.
Fair Winds.	Ship going free.
Foul Winds.	Ship close-hauled.

The weekly total of these divisions in hours, is stated within their respective columns; and the general total, exhibits correctly what proportion of the above vicissitudes, each ship experienced.

In estimating the actual delay sustained, I have simply added together the hours of calm and light airs, discarding entirely those of fair and foul winds; avoiding in the several Tables any assumed calculations of what might have been done, or how frequent were the opportunities of applying steam-power, during light fair winds, or the *lee*-propeller only, when light foul winds prevailed:—these are advantages apparent to all, and their supposed general effect upon future voyages, to India, I have noticed in separate Tables.

The very large proportion of fair winds during East India voyages, as exhibited in the Tables, must convince those conversant with this subject, that the true method of applying steam-power with success to vessels engaged in that important branch of our commerce, is the adoption of it on a limited scale, and as an occasional or auxiliary aid, to be used during calms and light airs, which it is evident are the principal causes of delay:—the constant application of it is proved by the analysis of one hundred voyages to be unnecessary. My nautical readers are well aware, that during fair winds, a fast ship under canvas, will compete in speed with most steam-vessels; whilst the latter derive little or no benefit from their sails, which are seldom full, in consequence of the rate acquired by the vessel from the engines, being greater (unless blowing hard) than that at which the wind moves. Foul winds, it is shewn by the Tables annexed, prevail during so short a period of the voyage to or from India, as to cause a delay insufficient to justify the necessity of applying steam-power on a large scale to contend against them. I feel confident a minute examination of this interesting subject, will prove, that what has hitherto been considered the grand obstacle to the successful application of steam-power on distant voyages, *viz.* "the enormous consumption of fuel," may, with the exercise of sound judgment, be avoided.

In considering the adaptation of this auxiliary aid to vessels in the India trade, I solicit the indulgence of all who are interested in this important question, whilst I endeavour to shew, that much may be done by the judicious use of steam-power, towards shortening the duration of East India voyages, and lessening the interval that at present exists (owing to the great and praiseworthy exertions of MR. WAGHORN in forwarding the overland letters) between the arrival of Bills, and the cargoes against which many of them are drawn—a result that must be considered very desirable.

The class of vessels at present employed in the Trade between Great Britain and India, are ships averaging from 400 to 500 tons register: of course in this estimate I do not include the line of splendid frigate-built passenger-ships, constructed by, and belonging to an eminent London Firm: should the spirited owners of this magnificent fleet, apply steam-power as an auxiliary aid to their vessels, the communication between England and India, *viâ* the Cape of Good Hope, will be at once perfect, and this grand object effected by private enterprise and capital: it is scarcely possible to mention a more striking illustration of the vast and expansive resources of this great nation, than the fact of a single mercantile house, building, owning, and employing, a fleet of ships superior to the whole Navy of more than one foreign Power.

Assuming however, that the bulk of the commerce between this country and India, will continue to be carried on by fast-sailing handy ships of about 400 or 500 tons register, it is to this class of vessels I would suggest the application of the occasional assistance proposed, to be used during calms and light airs. My not very short experience at sea (seventeen years) enables me to value the importance of possessing all available means to meet the emergencies of varying weather and other circumstances when afloat; and I have a firm conviction that the time is not far distant, when it will be as rare for ships to go on remote voyages without this, or a similar invention, for getting through the disheartening periods of calms, sometimes of long duration, as without spare sails or the other equipments necessary to contend against ordinary casualties.

The *Maria*, of 460 tons register, Captain BLACK, (Messrs. GARDNER, URQUHART, & Co., Owners) bound to Bombay with a general cargo, and drawing when loaded, 16 feet 6 inches water, was the first sailing vessel fitted with steam-power as an auxiliary aid. To this ship MR. MELVILLE's Patent Propellers, with two engines of ten-horse power each, were applied.*

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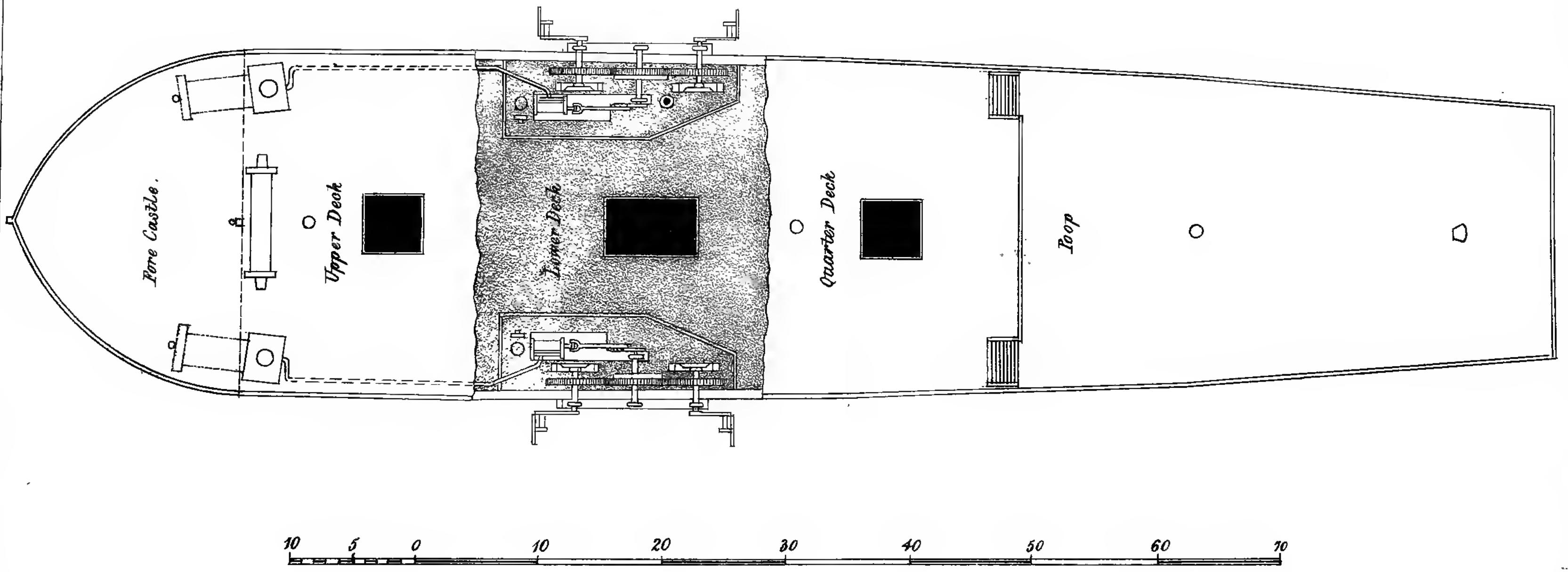
* From an accident to one of the engines at an early period of the voyage, the *Maria* was very considerably delayed on her passage out. But for this misfortune, I feel confident, from what I witnessed of the effective action of the Propellers during the ship's progress from the Docks to the Downs, that her voyage to Bombay, notwithstanding the unfavourable season of her departure (December), would have been very materially shortened.



Interior View of the Ship "MARIA" 460 Tons, Capt^{n}. James Black, now on a Voyage to **BOMBAY** *(January 1839) shewing the actual space occupied between decks,*
by the Engines and Machinery fitted to Melvilles' Patent Propellers.
I T. Beale Engineer, East Greenwich.

The machinery alluded to, which is more particularly described in the APPENDIX, propelled the ship *Maria* in a dead calm, about three miles per hour: more power would of course effect a greater propelling rate, and larger ships would require it—these are questions of proportion only. The great simplicity of the machinery is evident to all who are conversant with such matters; and although in the *Maria*, engines and boilers on the locomotive principle were preferred, condensing engines are equally easy of application.

The room occupied by the machinery on board the *Maria*, is accurately defined in the engraved Plan; but the bulkhead enclosing it, does not actually extend quite so far out from the engine as represented: the whole space is about equal to what was formerly reserved for the stowage of hemp-cables when in use; and considering that a ship fitted with steam-power, as proposed, requires less stowage for water and provisions, the engines, coals, &c., will not cause so great a sacrifice of freight, as some may suppose.

The consumption of coals on board the *Maria* was about two hundred weight per hour, which quantity supplied both engines; and from the smallness of the boilers, the steam was got up in less than an hour. In a treatise of this kind it can hardly be expected I should furnish financial particulars: as estimates of the expence, and probable pecuniary results, depend so entirely on the class of ship to be fitted, contemplated voyage, &c., the introduction here of such details would occasion very prolix statements, in order to embrace the several topics connected with this branch of the subject: all these are matters of detail better adapted to personal discussion.

Supposing a merchant-ship of the tonnage quoted, to be fitted with propellers and engines of the power alluded to, our next consideration is the opportunities for applying this auxiliary aid to advantage. None of these must be lost; I would therefore suggest, that on all occasions when from calms or light airs, a ship should go less than three knots an hour through the water, the steam should be immediately got up, and the propellers ready for use: there must be no waiting to see if it is going to be calm; should the breeze freshen, the fires are easily put out—and if it decline, so much time is gained.

A ship bound to India, after quitting the British Channel, and getting a good offing, may possibly not require the aid of steam-power very frequently, until near the southern limit of the N. E. Trade. This is one of the principal situations for the adoption of the proposed auxiliary aid: the calms, light airs, and smooth water here prevalent, all favour its successful application. By crossing the Equator well to windward—say in 10° or 12° West—and steering from thence a southerly course, until the S. E. Trade is entered, a ship would be enabled to make a rapid passage through it, avoiding the detour to the westward, and effecting, in that part of the outward voyage, a very considerable saving of time.

From the southern limit of the S. E. Trade, until within the influence of the westerly winds, much delay often occurs from calms and light airs, which can now be conquered. After running the easting down, ships bound to Bombay frequently experience great detention between Cape Ambre and that Port, particularly in the early part of the season; here again the occasional aid of steam-power will be most important, and also throughout the Indian Archipelago. Indeed I shall only weary my readers, and am afraid of having already done so, by illustrating further the advantages of this auxiliary aid to shipping. The judicious management of it will of course be an addition to the duty and cares of the several Commanders, which must be cheerfully met by a corresponding increase of zeal and exertion. Plain instructions *(Vide Appendix)* can easily be furnished for the guidance of the Captains and Officers of each ship fitted with steam-power.

In conclusion, I have to observe what many of my nautical readers will admit, that the facts stated in the *Analysis of One Hundred Voyages*, performed by the finest merchant-ships in the universe, amply justify the adaptation of steam-power as an auxiliary aid to vessels employed in the Trade to the eastward; and I confidently expect the application of it will materially improve our communication with India, *viâ* the Cape of Good Hope: this is an object well worthy our best exertions, and the employment of those great resources which the British Nation, by the blessing of Divine Providence, enjoys.

ANALYSIS

OF

ONE HUNDRED VOYAGES

TO AND FROM

INDIA, CHINA, &c.

H. C. Ship TAUNTON CASTLE, 1198 Tons, Captain James Urmston, from England towards Bombay and China.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1791.				°	′	°	′					
Jan.	26	26, Left Dunnose.	—	50	37 N.	1	12 W.	—	—	—	—	—
	30	5, Island of Palma.	4	45	36	10	58	—	—	48	48	313
Feb.	6	6, Ferro Island.	7	25	38	19	6	—	—	168	—	1304
	13		7	8	21	24	51	—	—	158	10	1199
	20		7	2	0	20	16	29	63	50	26	586
	27	22, Equator.	7	6	53 S.	23	14	—	48	82	38	701
March	6	6, Martin Vas, and	7	21	38	29	15	—	37	100	31	835
	13	Trinidad.	7	26	4	27	48	22	107	—	39	435
	20		7	34	46	25	23	16	65	80	7	646
	27		7	38	16	8	45	1	38	112	17	874
April	3	18, Coffin Island.	7	39	3	19	14 E.	2	19	146	—	1218
	10	23, 24, 25, 26, 27, Mohilla, Johanna,	7	34	0	38	19	3	46	119	—	900
	17	and Comoro	7	18	11	41	40	—	37	131	—	942
	24	in sight.	7	12	53	44	56	60	67	—	41	422
May	1		7	6	5	45	37	53	78	—	37	482
	8	6, Equator.	7	1	51 N.	53	6	—	91	32	45	613
	15		7	13	30	65	15	—	15	130	23	974
	20	20, Bombay Harbour.	5	18	56	72	54	—	41	32	47	480
Total days 114 = 2736 hours.								186	752	1389	409	12924
								752				
						Calms and light airs…		938*	hours.			

* Total period of detention from calms and light airs, 938 hours = 39d. 2h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

26	Jan.	Left Dunnose for Bombay and China.
5	Feb.	Passed the Island of Palma, bearing S. E. by E.
6	〃	Saw the Island of Ferro, bearing S. by W. 7 leagues.
7	〃	Entered the N. E. Trade, in lat. 25° 16′ N., & long. 19° 6′ W.
16	〃	Lost the N. E. Trade, in lat. 3° 27′ N., & long. 22° 15′ W.
21	〃	Entered the S. E. Trade, in lat. 1° 10′ N., & long. 22° 40′ W.
22	〃	Crossed the Equator, in long. 22° 54′ W.
6	March.	Saw Martin Vas Rocks, and the Island of Trinidad.
7	〃	Lost the S. E. Trade, in lat. 22° 20′ S., & long. 28° 17′ W.
18	April.	Grounded on a bank off Coffin Island: at noon floated again, and proceeded through the Mozambique Channel.
23, 24, 25, 26, 27	April.	Had a dead calm for many hours, with very light variable airs, which caused Mohilla, Johanna, and Comoro Islands to be in sight 5 days.
6	May.	Crossed the Equator for India, in long. 52° 30′ E.
9	〃	Entered the S. W. Monsoon, in lat. 3° 13′ N., & long. 54° 26′ E.
20	〃	Anchored in Bombay Harbour.
5	Aug.	Left Bombay for the Straits and China.
10	〃	Distant view of the Malabar Coast from N. E. to East.
12	〃	Extremes of Ceylon from N. W. to N. N. E., about 8 leagues.
17	〃	At noon Pulo Way S. E. ½ E., & Pulo Nancy S. S. E.
		Note. *The Taunton Castle was 21 Sea Logs running through Malacca and Sincapore Straits (having light airs and calms for many days successively), which, by steam-assistance, at 4 knots an hour, might be performed in 4 days.*
4	Sept.	Passed Pulo Aor, bearing N. W. ½ W.
7	〃	Saw Pulo Sapata, bearing N. W. by N., 2 leagues.
		Note. *From a long succession of light airs and calms, Capt. Urmston was 23 days between Pedro Branco and Macao Roads, which distance at this season is generally performed in 6 days.*
26	〃	Anchored in Macao Roads, and received a Pilot on board.

H. C. Ship WINCHELSEA, 1200 Tons, Captain William Moffatt, from England towards Bombay and China.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1808.				°	′	°	′					
Feb.	11	11, Lizard Point.	—	49	58 N.	5	11 W.	—	—	—	—	—
	14		4	44	43	11	58	—	39	30	27	387
	21		7	33	25	16	14	6	57	105	—	689
	28	25, Madeira.	7	27	39	19	10	35	68	39	18	470
March	6	27, Palma.	7	17	29	22	42	20	99	27	22	581
	13	8, St. Mayo.	7	3	26	23	00	16	45	107	—	794
	20	17, Equator.	7	4	15 S.	26	6	42	98	28	—	426
	27		7	18	25	33	00	12	17	139	—	831
April	3		7	27	30	27	27	8	80	—	80	604
	10		7	35	57	7	52	—	8	160	—	999
	17		7	34	45	11	53 E.	—	29	139	—	986
	24	21, Cape Good Hope.	7	36	4	21	10	—	26	142	—	808
May	1		7	37	40	36	6	11	50	114	—	824
	8		7	27	00	50	27	2	24	142	—	1059
	10	12, Cape East. 14, Cape Amber.	7	5	13	50	8	—	3	165	—	1340
	22	18, Equator.	7	8	18 N.	61	12	—	20	148	—	1050
	27	27, Bombay Harbonr.	6	18	56	72	54	2	2	128	—	972
Total days 108 = 2592 hours.								159	665	1621	147	12820
								665				
				Calms and light airs...				824*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.

10 Feb.	Left Start Point for Bombay and China.
11 〃	Saw Lizard Point, bearing N. E. by E., distant 4 leagues.
25 〃	Passed the Island of Madeira, bearing S. E. by S., dist. 8 lea.
27 〃	Saw the Island of Palma S. E., and Ferro E. by S. ½ S.
1 March.	Entered the N. E. Trade, in lat. 24° 16′ N., & long. 20° 14′ W.
8 〃	Off St. Mayo, bearing S. W. by W., distant 10 miles.
12 〃	Lost the N. E. Trade, in lat. 5° 6′ N., & long. 23° 11′ W.
17 〃	Crossed the Equator, in long. 23° 40′ W.
19 〃	Entered the S. E. Trade, in lat. 1° 32′ S., & long. 24° 54′ W.
28 〃	Lost the S. E. Trade, in lat. 20° 4′ S., & long. 30° 4′ E.
21 April.	Crossed the meridian of the Cape of Good Hope, in lat. 36° 10′ S.
10 May.	Entered the S. E. Trade, in lat. 20° 47′ S., & long. 51° 44′ E.
12 〃	Saw Cape East, N. W. by W., distant 6 leagues.
14 〃	Saw Cape Amber, bearing South, distant 5 leagues.
17 〃	Lost the S. E. Trade, in lat. 1° 7′ S., & long. 52° 30′ E.
18 〃	Crossed the Equator for India, in long. 54° 32′ E.
27 〃	Arrived at Bombay Harbour.
26 July.	Left Bombay Harbour for the Straits and China.
5 Aug.	Saw Point De Galle Flagstaff, bearing East, 6 miles.
12 〃	Passed Pulo Rondo, Pulo Way, and Pulo Brasse.
	NOTE. *From the prevalence of frequent calms, accompanied with very light airs and smooth water, Capt. Moffatt was 21 Sea Logs in clearing the Straits.—See* "STRAITS."
6 Sept.	Passed the North Anambas, bearing S. E. by S.
	NOTE. *The Winchelsea was delayed in her progress up the China Sea by a continuance of calms and light variable airs, being no less than 20 days from the Anambas to Macao, which is usually performed in 6 days at this season.*
26 〃	Arrived at Macao, and received a Pilot on board.

* Total period of detention from calms and light airs, 824 hours = 34d. 8h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. Ship JAMES SIBBALD, 647 Tons, Captain John Blanshard, from England towards Bombay.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1813.				°	′	°	′					
June	3	3, Portland.	—	50	31 N.	2	27 W.	—	—	—	—	—
	6		4	49	46	5	7	16	73	—	7	208
	13		7	46	47	8	32	7	150	—	11	412
	21	21, Madeira.	7	32	38	16	56	—	50	118	—	974
July	4	5, Island of Palma.	2	29	22	18	18	7	3	—	28	222
	11		7	14	53	26	1	—	6	162	—	986
	18		7	7	55	20	26	—	105	63	—	545
	25		7	5	6	15	26	—	159	—	9	449
August	1	1, Equator.	7	1	18 S.	19	32	—	90	78	—	623
	8		7	13	29	22	18	3	34	131	—	876
	15		7	22	59	25	28	—	89	79	—	656
	22		7	31	26	18	42	1	32	135	—	823
	29		7	35	5	1	26	6	41	121	—	912
Sept.	5	7, Cape Good Hope.	7	37	47	12	20 E.	1	59	108	—	709
	12		7	35	54	35	12	2	21	145	—	1069
	19		7	32	0	58	24	6	1	161	—	1148
	26		7	18	2	62	7	—	—	168	—	957
October	3	6, Equator.	7	4	14	64	47	3	22	124	19	841
	10		7	7	57 N.	67	3	—	56	112	—	757
	17		7	17	2	72	6	—	20	140	8	771
	21	21, Bombay Harbour.	4	18	56	72	54	2	76	—	18	258
Total days 129 = 3096 hours.								54	1087	1845	110	14196
								1087				
						Calms and light airs...		1141*	hours.			

* Total period of detention from calms and light airs, 1141 hours = 47d. 13h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

3	June.	Left Portland for Madeira and Bombay direct.
17	„	Entered the N. E. Trade, in lat. 39° 12′ N., & long. 13° 29′ W.
21	„	Anchored in Funchal Roads; (Madeira) Town N.W. ½ mile.
3	July.	Left Madeira with a fresh *N. E. Trade.*
5	„	Saw the Island of Palma, bearing E. S. E. 10 leagues.
13	„	Lost the N. E. Trade, in lat. 11° 12′ N., & long. 24° 30′ W.
29	„	Entered the S. E. Trade, in lat. 3° 34′ N., & long. 15° 4′ W.

Note. *In consequence of frequent calms, with a long continuance of light variable airs, the Sibbald was 16 days between the N. E. and S. E. Trades; had steam-machinery been in use, the run might have been accomplished in 3 days, as the water was remarkably smooth.*

1	Aug.	Crossed the Equator, in long. 19° 32′ W.
15	„	Lost the S. E. Trade, in lat. 22° 59′ S., & long. 25° 28′ W.
7	Sept.	Crossed the meridian of the Cape of Good Hope, in lat. 37° 24′ S.
20	„	Entered the S. E. Trade, in lat. 29° 36′ S., & long. 59° E.
4	Oct.	Lost the S. E. Trade, in lat. 2° 30′ S., & long. 64° 50′ E.
6	„	Crossed the Equator for India, in long. 64° 57′ E.
17	„	Sounded ground, 30 fms., in lat. 17° 2′ N., & long. 71° 50′ E.
21	„	Anchored in Bombay Harbour.

Note. *From the Equator to Bombay the water was remarkably smooth nearly the whole distance; and during the last 5 days, calms, with very light airs, were experienced, which generally prevail at this season (October).*

H. C. SHIP DUNIRA, 1325 Tons, Captain MONTGOMERIE HAMILTON, from ENGLAND towards BOMBAY and CHINA.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1822.				° ′	° ′					
January	8	8, Start Point.	—	50 13 N.	3 38 W.	—	—	—	—	—
	13	14, Madeira.	5	34 16	16 44	—	—	120	—	949
	20	16, Island of Palma.	7	18 15	19 16	2	29	137	—	955
	27	2, Equator.	7	4 26	19 24	4	45	100	19	866
Feb.	3		7	1 4 S.	23 10	12	100	21	35	442
	10		7	14 56	30 17	1	9	158	—	961
	17		7	29 47	28 12	—	40	128	—	821
	24	25, Tristan da Cunha.	7	35 51	14 52	4	38	122	8	1021
March	3		7	36 27	7 39 E.	40	41	77	10	598
	10	10, Cape Good Hope.	7	39 20	17 49	—	25	143	—	1107
	17		7	39 48	42 47	—	18	124	26	1052
	24		7	35 44	60 5	—	—	168	—	1123
	31	31, Rodrigue Island.	7	18 59	63 20	—	—	124	42	892
April	7	13, Equator.	7	7 18	59 6	11	62	54	41	726
	14		7	0 54 N.	56 43	18	60	71	19	637
	21		7	7 56	55 48	21	70	27	50	435
	28		7	14 49	58 14	18	74	42	34	493
May	5		7	16 35	62 28	27	90	—	51	311
	12	12, Bombay Harbour.	7	18 56	72 54	11	40	62	55	656
Total days 124 = 2976 hours.						169	741	1674	392	14045
						741				
					Calms and light airs...	910*	hours.			

* Total period of detention from calms and light airs, 910 hours = 37d. 22h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

8 Jan.	Left Start Point for Bombay and China.
14 "	Passed the Island of Madeira and Desertas.
16 "	Saw the Island of Palma from the deck, S. E., 30 miles.
19 "	Entered the N. E. Trade, in lat. 20° 28′ N., & long. 19° 20′ W.
27 "	Lost the N. E. Trade, in lat. 4° 26′ N., & long. 19° 24′ W.
2 Feb.	Crossed the Equator, in long. 22° 58′ W.
4 "	Entered the S. E. Trade, in lat. 2° 1′ S., & long. 25° 12′ W.

NOTE. *The Dunira was 8 days between the Trades, with light airs and very smooth water.*

16 "	Lost the S. E. Trade, in lat. 23° 33′ S., & long. 28° 13′ W.
25 "	Passed Tristan da Cunha, seen from the deck, S. W. ½ W. 12 leagues.
10 March.	Crossed the meridian of the Cape of Good Hope, in lat. 39° 30′ S.
31 "	Passed the Island of Rodrigue, E. ½ N., dist. 15 or 16 miles.
13 April	Crossed the Equator for India, in long. 57° 2′ E.
12 May	Anchored in Bombay Harbour.
8 July.	Left Bombay for the Straits and China.

NOTE. *Captain H. had an excellent run down the Malabar Coast, being only 12 days from Bombay to Pulo Rondo; but, in passing through the Straits of Malacca and Sincapore, was 22 Sea Logs getting from Pulo Rondo to the China Sea, which, by steam, at 4 knots an hour, could be performed in 4 days. A statement will be shewn in a Table under* "STRAITS." *He was 15 days more (from light airs and calms) in running to China, which is generally performed in 6 days at this season of the year.*

5 Sept.	Arrived at Macao, and received a Pilot on board.

H. C. Ship CASTLE HUNTLY, 1200 Tons, Captain Henry Drummond, from England towards Bombay.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1824.				°	′	°	′					
Feb.	15	15, Lizard Point.	—	49	58 N.	5	11 W.	—	—	—	—	—
	22		8	44	43	11	24	9	5	38	140	706
	29		7	36	45	16	14	11	24	47	86	591
March	7	4, Madeira.	7	26	20	20	45	18	57	69	24	613
	14		7	7	36	23	10	—	—	168	—	1139
	21		7	1	30	20	12	19	125	24	—	288
	28	23, Equator.	7	8	25 S.	26	10	—	72	—	96	644
April	4	3, Trinidad & Martin Vas.	7	22	12	28	53	—	24	—	144	873
	11		7	30	16	23	27	40	33	55	40	622
	18		7	36	52	0	8 E.	—	—	120	48	1255
	25	23, Cape Good Hope	7	36	56	27	3	—	7	161	—	1188
May	2		7	32	5	38	22	5	50	48	65	751
	9		7	18	53	39	30	10	68	22	68	710
	16	12, Mohilla & Comoro	7	7	39	45	42	6	60	63	39	758
	23	21, Equator.	7	2	27 N.	54	46	—	24	34	110	794
	30		7	9	28	61	2	—	81	37	50	564
June	6		7	16	33	70	10	—	57	111	—	678
	8	8, Bombay Harbour.	2	18	56	72	54	—	8	40	—	208
Total days 115 = 2760 hours.								118	695	1037	910	12382
								695				
				Calms and light airs...				813*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.

15	Feb.	Left the Lizard for Bombay and China.
4	March.	Passed the Island of Madeira, bearing E. S. E., dist. 12 leag.
9	"	Entered the N. E. Trade, in lat. 22° 20′ N., & long. 22° 48′ W.
14	"	Lost the N. E. Trade, in lat. 7° 36′ N., & long. 23° 10 W.
23	"	Crossed the Equator, in long. 22° 5′ W.
24	"	Entered the S. E. Trade, in lat. 0° 18′ S., & long. 22° 17′ W.
		Note. *From a long succession of calms and light variable airs (having very smooth water), the Huntly was* 10 *days between the N. E. and S. E. Trades; which, by steam-assistance, at only* 4 *knots an hour, might have been accomplished in* 4 *days.*
2	April.	Lost the S. E. Trade, in lat. 22° 12′ S., & long. 28° 53′ W.
"	"	Passed the Island of Trinidad, bearing S. W. by W. ½ W.; and Martin Vas Rocks at the same time bore S. by W.
23	"	Crossed the meridian of the Cape of Good Hope, in lat. 38° 30′ S.
12	May.	Saw Johanna, S. 20° E.; Mohilla, S. 45° W.; and Comoro, S. 56° W.
21	"	Crossed the Equator, in long. 52° 15′ E.
8	June.	Anchored in Bombay Harbour.
		Note. *Captain Drummond had considerable delay in Malacca and Sincapore Straits, being employed* 17 *Sea Logs; for particulars of which, see the Table under the head of* "Straits."

* Total period of detention from calms and light airs, 813 hours = 33d. 21h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP BUCKINGHAMSHIRE, 1369 TONS, CAPTAIN RICHARD GLASSPOOLE, FROM ENGLAND TOWARDS BOMBAY.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1829.				°	′	°	′					
Jan.	12	12, Lizard Point.	—	49	50 N.	5	11 W.	—	—	—	—	—
	18	18, Madeira.	7	31	42	14	10	—	20	148	—	1147
	25	22, Island of Palma.	7	20	3	19	50	4	52	94	18	848
Feb.	1		7	4	54	19	59	—	66	80	22	802
	8		7	1	35	20	5	21	130	—	17	330
	15	11, Equator.	7	13	43 S.	26	34	3	21	116	28	868
	22		7	23	13	25	25	—	52	98	18	802
March	1		7	29	53	20	32	2	44	100	22	832
	8		7	33	19	8	30	4	57	58	49	772
	15	17, Cape Good Hope.	7	39	41	9	48 E.	6	56	106	—	863
	22		7	35	50	32	12	—	22	146	—	1184
	29		6	34	46	49	39	14	50	80	—	747
April	5	11, Madagascar.	7	27	54	55	11	8	50	70	40	640
	12	12, Cape Amber.	7	10	10	49	58	2	25	141	—	1068
	19	19, Equator.	7	0	21 N.	52	9	14	99	21	34	551
	26		7	5	41	58	25	12	116	—	40	480
May	3		7	7	45	60	40	27	125	—	16	300
	10		7	11	10	64	36	19	68	54	27	544
	17		7	16	32	69	51	19	92	29	28	493
	19	19, Bombay Harbour.	2	18	56	72	54	1	10	37	—	208
Total days 127 = 3048 hours.								156	1155	1378	359	13479
								1155				
							Calms and light airs...	1311*	hours.			

* Total period of detention from calms and light airs, 1311 hours = 54d. 15h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

12	Jan.	Left the Lizard for Bombay and China.
18	"	Saw the Island of Madeira bearing S. S. W., 13 or 14 leagues.
22	"	Passed the Island of Palma, and saw the Peak of Teneriffe.
24	"	Entered the N.E. Trade, in lat. 23° 47′ N., & long. 19° 47′ W.
2	Feb.	Lost the N. E. Trade, in lat. 4° 54′ N., & long. 20° 10′ W.
11	"	Crossed the Equator, in long. 22° 36′ W.
12	"	Entered the S. E. Trade, in lat. 3° 47′ S., & long. 23° 54′ W.
19	"	Lost the S. E. Trade, in lat. 20° 33′ S., & long. 28° 17′ W.
17	March.	Crossed the meridian of the Cape of Good Hope, in lat. 39° 49′ S.
11	April.	Saw high land on Madagascar Island, just in sight from the poop, bearing N. E. by N.
12	"	Passed Cape Amber, steering the course N. ½ E.
19	"	Crossed the Equator for India, in long. 52° 4′ E.
19	May	Arrived and anchored in Bombay Harbour.

NOTE. *It is deserving of notice, that Captain Glasspoole experienced a long succession of light airs, with frequent calms of many hours' continuance, between Cape Amber and Bombay, which distance is generally run in 16 or 18 days; but in this instance (the water remarkably smooth the whole way), it was not performed in less than 37 days.*

NOTE. *The Buckinghamshire experienced much delay from having many days' calm, with very light variable airs, during her passage through the Straits of Malacca and Sincapore; a statement of which will be shewn in a separate Table, under the head of* "STRAITS."

H. C. SHIP DUCHESS OF ATHOL, 1300 Tons, Captain EDWARD DANIELL, from ENGLAND towards BOMBAY and CHINA.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1832.				° ′	° ′					
Jan.	28	28, Lizard Point.	—	49 58 N.	5 11 W.	—	—	—	—	—
Feb.	5		9	35 12	17 3	12	35	149	20	1312
	12	7, Madeira.	7	17 29	19 31	7	25	136	—	1018
	19		7	2 9	21 2	—	43	74	51	712
	26	22, Equator.	7	8 0 S.	25 25	5	53	68	42	706
March	4	2, Trinidad.	7	26 35	29 52	—	—	168	—	1196
	11		7	32 16	19 57	18	74	47	29	664
	18		7	36 3	6 43	10	30	128	—	1427
	25	21, Cape Good Hope	7	37 20	28 54 E.	—	—	168	—	1112
April	1		7	38 42	49 21	2	19	128	19	1024
	8	11, Island Bourbon.	7	27 48	57 2	8	18	142	—	1065
	15	15, Agalega Island.	7	9 43	56 38	—	13	155	—	1148
	22	21, Equator.	7	1 13 N.	62 0	14	38	100	26	923
	29		7	10 41	60 12	—	60	85	23	736
May	6		7	13 30	61 56	44	105	—	19	386
	11	11, Bombay Harbour.	5	18 56	72 54	—	9	111	—	710
Total days 105 = 2520 hours.						120	522	1659	229	14139
						522				
					Calms and light airs...	642*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.

28	Jan.	Left the Lizard for Bombay and China.
7	Feb.	Saw the Island of Madeira from the mast-head, bearing S. S. W.
9	"	Entered the N. E. Trade, in lat. 27° 24′ N., & long. 17° 15′ W.
18	"	Lost the N. E. Trade, in lat. 2° 40′ N., & long. 20° 33′ W.
22	"	Crossed the Equator, in long. 22° 10′ W.
23	"	Entered the S. E. Trade, in lat. 1° 6′ S., & long. 21° 50′ W.
2	March.	At 8h. P. M. saw Trinidad from the poop, bearing S. S. E.
4	"	Lost the S. E. Trade, in lat. 26° 35′ S., & long. 29° 52′ W.
21	"	Crossed the meridian of the Cape of Good Hope, in lat. 38° 15′ S.
11	April.	Saw the Island of Bourbon, bearing N. W.
15	"	Passed the Agalega Islands, bearing, from the poop, E. by S.
21	"	Crossed the Equator for India, in long. 60° 39′ E.
11	May.	Anchored in Bombay Harbour.
11	July.	Left Bombay Harbour for the Straits and China.
21	"	Passed Pulo Way, and entered Malacca Straits.
		NOTE. *In running through the Straits of Malacca and Sincapore, Captain Daniell encountered many light airs and calms, and was 15 days in proceeding from Pulo Way to Pedro Branco.*
16	Aug.	Anchored in Macao Roads, and received a Pilot on board.

* Total period of detention from calms and light airs, 642 hours = 26d. 18h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP ORWELL, 1335 Tons, Captain JAMES DALRYMPLE, from ENGLAND towards BOMBAY and CHINA.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1832.				°	′	°	′					
Jan.	30	30, Lizard Point.	—	49	58 N.	5	11 W.	—	—	—	—	—
Feb.	5	8, Madeira.	7	36	57	16	26	6	13	149	—	1043
	12		7	21	20	24	34	1	19	148	—	1043
	19	22, Equator.	7	3	42	21	34	—	20	148	—	1088
	26		7	6	44 S.	24	52	4	62	50	52	692
March	4	3, Trinidad.	7	24	35	29	22	1	16	151	—	1067
	11		7	33	9	20	55	10	67	50	41	719
	18	22, Cape Good Hope.	7	38	10	7	6 E.	—	7	161	—	1347
	25		7	41	1	27	4	3	19	146	—	1129
April	1		7	40	33	52	21	—	26	142	—	1032
	8		7	30	35	64	52	—	33	135	—	1045
	15		7	12	39	65	4	2	14	121	31	1117
	22	28, Equator.	7	6	31	66	8	38	91	—	39	447
	29		7	1	19 N.	68	26	40	105	—	13	572
May	6	8, Malabar Coast.	7	12	24	72	5	—	28	118	22	850
	13	13, Bombay Harbour	7	18	56	72	54	2	39	100	27	826
Total days 105 = 2520 hours.								107	559	1619	225	14017
								559				
				Calms and light airs...				666*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.

30 Jan.	Left the Lizard for Bombay and China.
8 Feb.	Passed the Island of Madeira, bearing S. S. E.
9 "	Entered the N. E. Trade, in lat. 29° 17′ N., & long. 19° 42′ W.
19 "	Lost the N. E. Trade, in lat. 3° 42′ N., & long. 21° 34′ W.
22 "	Crossed the Equator, in long. 20° 25′ W.
25 "	Entered the S. E. Trade, in lat. 4° 47′ S., & long. 24° 0′ W.
3 March.	Saw the Island of Trinidad, bearing due South.
6 "	Lost the S. E. Trade, in lat. 26° 54′ S., & long. 27° 10′ W.
22 "	Crossed the meridian of the Cape of Good Hope, in lat. 39° 44′ S.
12 April.	Entered the S. E. Trade, in lat. 21° 9′ S., & long. 58° 24′ E.
18 "	Lost the S. E. Trade, in lat. 8° 4′ S., & long. 65° 54′ E.
28 "	Crossed the Equator for India, in long. 68° 21′ E.
8 May.	A distant view of the Malabar Coast from the poop.
13 "	Arrived in Bombay Harbour.

NOTE. *In running through the Straits of Malacca and Sincapore outward, 17 Sea Logs were employed by the Orwell in clearing them (which might be done with steam-assistance in 4 days easily); she was 7 more in proceeding up the China Sea.*

21 Aug.	Anchored in Macao Roads, and received a Pilot on board.

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* Total period of detention from calms and light airs, 666 hours = 27d. 18h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. Ship MARQUIS of HUNTLY, 1348 Tons, Captain John Hine, from England towards Bombay and China.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
Jan.	18	18, Spithead.	—	50	46 N.	1	19 W.	—	—	—	—	—
	20		3	47	7	11	43	2	2	51	17	422
	27	28, Madeira.	7	36	13	17	3	3	63	73	29	768
Feb.	3	31, Ferro Island.	7	17	31	19	21	5	50	113	—	947
	10		7	4	33	18	22	—	60	68	40	740
	17	14, Equator.	7	6	55 S.	24	33	—	30	138	—	962
	24		7	19	48	30	49	7	31	110	20	878
March	3		7	32	54	23	29	7	62	81	18	818
	10	9, Tristan da Cunha.	7	37	15	8	25	3	34	131	—	1043
	17		7	37	35	4	47 E.	14	57	78	19	722
	24	21, Cape Good Hope.	7	38	49	32	3	—	10	158	—	1212
	31		7	34	52	46	37	14	52	66	36	643
April	7		7	17	45	54	48	2	14	152	—	1126
	14	12, Mahee Islands.	7	3	20	56	53	—	60	108	—	851
	21	19, Equator.	7	3	7 N.	56	25	18	123	—	27	457
	28		7	8	38	61	58	24	83	19	42	393
May	5		7	11	51	64	15	30	96	20	22	416
	12		7	14	50	70	6	7	86	50	25	563
	15	15, Bombay Harbour	3	18	56	72	54	—	19	39	14	383
Total days 118 = 3832 hours.								136	932	1455	309	13344
								932				
				Calms and light airs...				1068*	hours.			

* Total period of detention from calms and light airs, 1068 hours = 44d. 12h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

18	Jan.	Left Spithead for Bombay and China.
28	"	Passed the Island of Madeira, bearing S. W. by S.
30	"	Entered the N. E. Trade, in lat. 30° 15′ N., & long. 17° 46′ W.
31	"	Saw the Island of Ferro and the Peak of Teneriffe.
8	Feb.	Lost the N. E. Trade, in lat. 7° 11′ N., & long. 18° 52′ W.
14	"	Crossed the Equator, in long. 20° 44′ W.
"	"	Entered the S. E. Trade, in lat. 0° 17′ S., & long. 18° 35′ W.
25	"	Lost the S. E. Trade, in lat. 20° 33′ S., & long. 30° 50′ W.
9	March.	Saw the Island of Tristan da Cunha, bearing S. ½ W.
21	"	Crossed the meridian of the Cape of Good Hope, in lat. 39° 13′ S.; bearing of the Cape being N. 7° 30′ W., distant 291 miles.
12	April.	Extremes of the Mahee Islands, from S. S. W. to W. S. W.
19	"	Crossed the Equator for India, in long. 56° 32′ E.
15	May.	Arrived in Bombay Harbour.
1	July.	Left Bombay Harbour with a steady S. W. Monsoon.
15	"	Anchored at Penang.
		Note. *After quitting Penang (from a long succession of light airs and calms), the Marquis of Huntly was 17 Sea Logs in running through Malacca and Sincapore Straits, which by steam-assistance might be performed in 4 days: consequently there would have been a saving of no less than 13 days between Penang and Pedro Branco.*
31	"	Passed Pedro Branco, steering for China.
10	Aug.	Arrived in Macao Roads, and received a Pilot on board.

H. C. Ship HEREFORDSHIRE, 1354 Tons, Captain Edward Foord, from England towards Bombay.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				° ′	° ′					
Feb.	24	24, Lizard Point.	—	49 58 N.	5 11 W.	—	—	—	—	—
March	3		8	46 26	9 52	54	102	—	36	473
	10	11, Island of Palma.	7	30 44	18 10	2	33	109	24	1018
	17	12, Ferro Island.	7	15 38	19 6	8	22	138	—	896
	24		7	3 38	18 2	9	69	67	23	712
	31	29, Equator.	7	0 45	21 54	32	99	—	37	410
April	7		7	12 53 S.	30 13	9	22	128	9	1008
	14		7	22 57	30 57	30	35	103	—	719
	21		7	34 5	11 0	—	15	153	—	1237
	28		7	31 59	0 23 E.	23	62	39	44	636
May	5		7	34 54	9 59	19	59	52	38	733
	12	8, Cape Good Hope.	7	33 56	35 6	—	1	167	—	1324
	19		7	19 46	40 22	1	30	137	—	922
	26	22, Mohilla.	7	4 10	48 23	—	7	161	—	1044
June	2	29, Equator.	7	7 29 N.	59 45	—	9	159	—	1005
	9		7	14 42	69 46	7	57	80	24	753
	11	11, Bombay Harbour.	2	18 56	72 54	—	12	36	—	263
Total Days 108 = 2592 hours.						194	634	1529	235	13153
						634				
					Calms and light airs...	828*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.

24 Feb. Left the Lizard for Bombay.
11 March. Passed the Island of Palma, bearing E. by N.
12 „ Saw Ferro Island, bearing S. E. ½ E., distant 4 leagues.
14 „ Entered the N. E. Trade, in lat. 23° 7′ N., & long. 19° 24′ W.
21 „ Lost the N. E. Trade, in lat. 5° 47′ N., & long. 18° 58′ W.
29 „ Crossed the Equator, in long. 20° 14′ W.
2 April. Entered the S. E. Trade, in lat. 1° 22′ S., & long. 22° 30′ W.

Note. *The Herefordshire (in consequence of having a long continuance of light airs and calms) was 12 days between the N. E. and S. E. Trades, a space which might have been accomplished in 3 days, had steam-power, as an auxiliary aid, been in use at that time.*

10 „ Lost the S. E. Trade, in lat. 20° 7′ S., & long. 32° 32′ W.
8 May Crossed the meridian of the Cape of Good Hope, in lat. 37° 34′ S.
22 „ Saw Mohilla from the mast-head, bearing N. N. E.
23 „ Passed Mohilla, Johanna, and Comoro Islands.
28 „ Entered the S. W. Monsoon, in lat. 0° 38′ S., & long. 52° 19′ E.
29 „ Crossed the Equator for India, in long. 53° 52′ E.
7 June. Lost the S. W. Monsoon, in lat. 13° 31′ N., & long. 66° 57′ E.
11 „ Anchored in Bombay Harbour.

Note. *Captain Foord had a very tedious passage through Malacca and Sincapore Straits.—Vide* “Straits.”

* Total period of detention from calms and light airs, 828 hours = 34d. 12h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. Ship FARQUHARSON, 1406 Tons, Captain John Cruickshank, from England towards Bombay.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
March	7	7, Lizard Point.	—	49	58 N.	5	11 W.	—	—	—	—	—
	10	13, Madeira.	4	42	6	13	17	—	20	32	44	703
	17	20, St. Antonio.	7	22	58	22	54	—	16	152	—	1291
	24		7	4	52	20	12	—	21	147	—	1184
	31	2, Equator.	7	1	25	15	58	18	126	—	24	488
April	7	10, Trinidad.	7	13	33 S.	27	20	—	15	153	—	1123
	14		7	23	41	28	8	28	57	40	43	677
	21		7	33	16	7	43	—	6	162	—	1226
	28		7	34	32	6	24 E.	12	54	68	34	850
May	5		7	37	7	19	50	3	61	59	45	833
	12	18, Bassas de India.	7	36	4	37	35	7	30	131	—	1082
	19	23, Mohilla & Comoro	7	20	20	40	57	—	54	114	—	1011
	26	29, Equator.	7	4	35	48	44	—	13	155	—	1155
June	2		7	6	35 N.	59	46	—	11	129	28	975
	9		7	15	40	69	10	—	59	109	—	830
	11	11, Bombay Harbour	2	18	56	72	54	—	13	35	—	273
Total days 97 = 2328 hours.								68 556	556	1486	218	13701
				Calms and light airs...				624*	hours.			

* Total period of detention from calms and light airs, 624 hours = 26 days, during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

7	March.	Left the Lizard for Bombay.
13	"	Passed the Island of Madeira, seen from the poop, S. W.
14	"	Entered the N. E. Trade, in lat. 30° 11′ N., & long. 18° 57′ W.
20	"	Saw the Island of St. Antonio from the deck, E. by S.
25	"	Lost the N. E. Trade, in lat. 4° 20′ N., & long. 19° 37′ W.
2	April.	Crossed the Equator, in long. 20° 20′ W.
3	"	Entered the S. E. Trade, in lat. 1° 40′ S., & long. 18° 29′ W.
10	"	At noon saw the Island of Trinidad, bearing South.
11	"	Lost the S. E. Trade, in lat. 21° 37′ S., & long. 29° 17′ W.
5	May.	Crossed the meridian of the Cape of Good Hope, in lat. 37° 17′ S.
18	"	Saw the Bassas de India from the deck, N. E. ½ E.
23	"	Passed Mohilla, Johanna, and Comoro Islands.
29	"	Crossed the Equator for India, in long. 52° 36′ E.
30	"	Entered the S. W. Monsoon, in lat. 2° 20′ N., & long. 56° 8′ E.
11	June.	Anchored in Bombay Harbour.

Note. *The Farquharson was much delayed in passing through Malacca and Sincapore Straits, by a long succession of calms and light airs.—Vide* "Straits."

H. C. Ship LADY MELVILLE, 1350 Tons, Captain Thomas Shepherd, from England towards Bombay.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
March	7	7, Lizard Point.	—	49	58 N.	5	11 W.	—	—	—	—	—
	10		4	43	48	15	12	—	29	60	7	683
	17		7	24	24	18	54	—	31	137	—	1129
	24		7	5	33	19	59	—	41	127	—	1081
	31		7	1	18	17	0	29	112	—	27	431
April	7	2, Equator.	7	14	1 S.	27	27	6	27	135	—	1098
	14		7	23	35	29	17	10	70	39	49	699
	21		7	33	47	8	51	—	14	154	—	1269
	28		7	36	12	7	0 E.	5	22	141	—	927
May	5	2, Cape Good Hope.	7	36	38	26	46	6	48	98	16	968
	12		7	29	54	41	39	4	16	148	—	1166
	19		7	16	5	42	30	21	57	61	29	784
	26	22, Johanna.	7	2	5	50	9	7	17	144	—	966
June	2	28, Equator.	7	8	26 N.	61	18	—	11	157	—	877
	10	10, Bombay Harbour.	8	18	56	72	54	4	60	128	—	864
Total days 96 = 2304 hours.								92	555	1529	128	12942
								555				
				Calms and light airs...				647*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.

7 March. Left the Lizard for Bombay.
16 〃 Entered the N. E. Trade, in lat. 26° 27′, & long. 18° 42′ W.
24 〃 Lost the N. E. Trade, in lat. 5° 33′ N., & long. 19° 59′ W.
2 April. Crossed the Equator, in long. 21° 17′ W.
3 〃 Entered the S. E. Trade, in lat. 4° 16′ S., & long. 21° 19′ W.

Note. *The Melville was* 10 *days between the N. E. and S. E. Trades, from frequent calms with light variable airs, having very smooth water: under such circumstances, steam-assistance would be highly advantageous.*

11 〃 Lost the S. E. Trade, in lat. 22° 2′ S., & long. 30° 24′ W.
2 May. Crossed the meridian of the Cape of Good Hope, in lat. 37° 12′ S.
13 〃 Hauled up for the Mozambique Channel, steering N.N.E ½E.
22 〃 Passed Mohilla, Johanna, and Comoro Islands.
27 〃 Entered the S.W. Monsoon, in lat. 0° 40′ S., & long. 51°37′ E.
28 〃 Crossed the Equator for India, in long. 53° 30′ E.
9 June. Sounded—ground 45 fathoms, mud.
10 〃 Arrived in Bombay Harbour.

Note. *Captain Shepherd experienced a most tedious passage through the Straits, from a long continuance of calms and light airs.—Vide* "Straits."

* Total period of detention from calms and light airs, 647 hours = 26d. 23h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP WILLIAM PITT, 819 Tons, Captain CHARLES GRAHAM, from ENGLAND towards MADRAS.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1817.				°	′	°	′					
April	16	16, Beachy Head.	—	50	44 N.	0	15 E.	—	—	—	—	—
	20		5	43	23	11	52 W.	1	24	66	29	676
	26	27, Madeira.	6	32	34	17	10	6	35	68	35	724
May	4	1, Island of Palma.	7	25	5	19	50	2	92	57	17	623
	11		7	13	13	25	27	—	45	123	—	806
	18	20, Equator.	7	1	40	25	4	—	37	81	50	774
	25		7	8	56 S.	31	8	—	87	39	42	656
June	1	30, Island of Trinidad	7	23	14	30	16	—	49	119	—	879
	8		7	32	53	18	40	—	17	151	—	954
	15	18, Cape Good Hope.	7	36	49	8	21 E.	—	2	166	—	1356
	22		7	35	53	31	29	4	24	140	—	1067
	29		7	32	59	50	33	3	47	72	46	962
July	6		7	27	36	59	17	13	66	89	—	644
	13		7	10	12	67	38	2	3	163	—	1225
	20	21, Equator.	7	0	39	74	34	—	50	118	—	789
	27	1, Friar's Hood.	7	1	12 N.	76	3	40	128	—	—	259
August	3	3, Madras Roads.	7	13	4	80	21	—	20	148	—	939
Total days 109 = 2616 hours.								71	726	1600	219	13333
								726				
						Calms and light airs…		797*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.		
16	April.	Left Beachy Head for Madras direct.
27	"	Anchored in Funchal Roads, and left the following day.
1	May.	Passed the Island of Palma, bearing E. S. E.
5	"	Entered the N. E. Trade, in lat. 23° 59′ N., & long. 20°32′ W.
15	"	Lost the N. E. Trade, in lat. 5° 27′ N., & long. 22° 33′ W.
18	"	Entered the S. E. Trade, in lat. 1° 40′ N., & long. 25° 4′ W.
20	"	Crossed the Equator, in long. 26° 12′ W.
30	"	Lost the S. E. Trade, in lat. 20° 41′ S., and long. 30° 38′ W.
"	"	Saw the Island of Trinidad from the deck, E by N., 15 leagues.
18	June.	Crossed the meridian of the Cape of Good Hope, in lat. 37°30′ S.
7	July.	Entered the S. E. Trade, in lat. 25° 42′ S., and long. 60°46′ E.
14	"	Lost the S. E. Trade, in lat. 9° 9′ S., & long. 68° 12′ E.
21	"	Crossed the Equator for India, in long. 75° 15′ E.
1	August.	Saw Friar's Hood on Ceylon, bearing W. ½ N.
3	"	Anchored in Madras Roads.

* Total period of detention from calms and light airs, 797 hours = 33d. 5h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. Ship WINDSOR, 1332 Tons, Captain John Francklin, from England towards Madras.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1819.				°	′	°	′					
March	2	2, Spithead.	—	50	47 N.	1	6 W.	—	—	—	—	—
	7	8, Madeira.	5	33	41	17	23	1	—	113	—	1250
	14	10, Island of Palma.	7	23	58	22	32	22	64	72	10	720
	21		7	10	35	24	4	15	40	103	10	894
	28	29, Equator.	7	0	42	19	33	1	68	99	—	739
April	4		7	6	20 S.	18	51	29	89	24	26	430
	11		7	23	37	27	9	—	8	126	34	1064
	18		7	29	12	21	42	2	95	49	22	663
	25		7	36	5	5	8	—	4	136	28	982
May	2	4, Cape Good Hope.	7	35	59	18	27 E.	2	34	132	—	1118
	9		7	42	14	26	10	—	68	74	26	762
	16		7	38	19	51	27	—	20	138	10	1197
	23		7	35	20	72	6	—	53	107	—	1044
	30	6, Equator.	7	14	40	82	30	1	6	151	—	1443
June	6	10, Friar's Hood.	7	0	41 N.	83	18	4	79	85	—	852
	12	12, Madras Roads.	6	13	4	80	21	4	47	117	—	1108
Total Days 102 = 2448 hours.								81	675	1526	166	14266
								675				
				Calms and light airs...				756*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.

2	March.	Left Spithead for Madras.
8	"	Passed Madeira, bearing E. S. E., distant 13 or 14 leagues.
10	"	The Island of Palma was seen from the poop, bearing S.E.by E.
13	"	Entered the N.E. Trade, in lat. 20° 32′ N., & long. 19° 24′ W.
26	"	Lost the N. E. Trade, in lat. 2° 20′ N., & long. 20° 2′ W.
29	"	Crossed the Equator, in long. 18° 51′ W.
3	April.	Entered the S.E. Trade, in lat. 4° 50′ S., & long. 18° 26′ W.

Note. *The Windsor was 8 days between the N. E. and S. E. Trades, with calms, light variable airs, and very smooth water.*

12	"	Lost the S. E. Trade, in lat. 24° 52′ S., & long. 26° 0′ W.
4	May.	Cape of Good Hope in sight, bearing N. W., 5 or 6 leagues.
24	"	Entered the S.E. Trade, in lat. 33° 30′ S., & long. 74° 52′ E.
5	June	Lost the S. E. Trade, in lat. 2° 18′ S., and long. 83° 14′ E.
6	"	Crossed the Equator for India, in long. 83° 18′ E.
10	"	Saw Friar's Hood on Ceylon, from the deck, bearing W. by S.
12	"	Anchored in Madras Roads, in 13 fathoms.

Note. *Captain Francklin experienced a tedious passage through the Straits of Malacca and Sincapore.—Vide* "Straits."

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* Total period of detention from calms and light airs, 756 hours = 31d. 12h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. Ship MARQUIS OF WELLINGTON, 961 Tons, Captain John Blanshard, from England towards Madras.

Date.		Situation.	Days.	Latitude by Obs. °	′	Longitude by Chro. °	′	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1821.												
May	20	20, Portland.	—	50	31 N.	2	27 W.	—	—	—	—	—
	27	30, Madeira.	8	35	53	17	34	21	15	156	—	1242
June	3		7	30	9	18	36	36	100	—	32	397
	10	4, Palma Island.	7	15	31	25	50	—	17	151	—	1017
	17		7	6	36	22	38	25	71	31	41	598
	24	26, Equator.	7	1	44	24	51	42	55	47	24	535
July	1		7	11	11 S.	32	37	26	13	100	29	856
	8		7	23	42	33	17	19	32	102	15	774
	15		7	27	12	18	4	2	33	133	—	1008
	22		7	33	58	9	29	19	57	74	18	734
	29	30, Cape Good Hope.	7	36	55	12	30 E.	3	26	139	—	1141
August	5		7	35	42	38	59	4	20	144	—	1186
	12		7	35	47	60	32	2	33	133	—	1126
	19		7	30	38	73	57	11	56	78	23	836
	26	30, Equator.	7	10	24	79	12	2	4	162	—	1310
Sept.	2	4, Sadras Hills.	7	8	33 N.	82	42	—	12	156	—	1174
	5	5, Madras Roads.	3	13	4	80	21	14	28	30	—	333
Total days 109 = 2616 hours.								226	572	1636	182	14267
								572				
					Calms and light airs...			798*	hours.			

* Total period of detention from calms and light airs, 798 hours = 33d. 6h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

20 May.	Left Portland Bill for Madras direct.
30 〃	Saw the Island of Madeira, bearing E. by S.

Note. *In sight of Madeira and the Desertas 3 days, having very light variable airs, with calms and smooth water, the whole time.*

2 June.	Entered the N.E. Trade, in lat. 31° 16′ N., & long. 17° 10′ W.
4 〃	Saw the Island of Palma from the main-top, S. E. by E.
13 〃	Lost the N. E. Trade, in lat. 9° 35′ N., & long. 22° 27′ W.
22 〃	Entered the S. E. Trade, in lat. 4° 42′ N., & long. 21° 18′ W.

Note. *Captain Blanshard was 9 days between the N. E. and S. E. Trades, owing to calms and light airs, a space that by the aid of steam-power might have been accomplished in 3 days*

26 〃	Crossed the Equator, in long. 24° 32′ W.
1 July.	Lost the S. E. Trade, in lat. 20° 50′ S., & long. 32° 59′ W.
30 〃	Crossed the meridian of the Cape of Good Hope, in lat. 36° 32′ S.
30 Aug.	Crossed the Equator for India, in long. 80° 38′ E.
4 Sept.	Saw Sadras Hills from the poop, bearing N. W. by N.
5 〃	Anchored in Madras Roads.

H. C. SHIP ASIA, 958 Tons, Captain THOMAS BALDERSTON, from ENGLAND towards MADRAS.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1822.				° ′	° ′					
March	30	30, Dungeness.	—	50 55 N.	0 58 W.	—	—	—	—	—
April	7		8	36 30	17 46	5	21	148	18	1202
	14	8, Madeira.	7	29 29	19 22	3	73	58	44	652
	21	12, Isle of Palma.	7	20 33	22 23	20	56	58	34	625
	28	23, St. Antonio.	7	6 8	19 55	—	15	153	—	1101
May	5	7, Equator.	7	1 4	20 44	49	102	—	17	306
	12		7	13 26 S.	26 27	15	15	138	—	956
	19		7	22 3	31 39	14	26	49	79	607
	26		7	31 27	19 30	14	32	96	26	895
June	2		7	33 14	4 1	7	31	74	56	768
	9	9, Cape Good Hope.	7	35 54	19 10 E.	—	2	166	—	1141
	16		7	35 39	43 46	3	4	161	—	1219
	23		7	35 40	69 10	3	15	150	—	1215
	30	8, Equator.	7	19 20	82 21	—	—	168	—	1330
July	7	14, Sadras Hills.	7	0 41 S.	82 37	3	25	118	22	1106
	15	15, Madras Roads.	8	13 4 N.	80 21	5	79	72	36	910
Total days 107 = 2568 hours.						141	496	1599	332	14033
						496				
					Calms and light airs...	637*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.

30	March.	Left Dungeness for Madras direct.
8	April.	The Island of Madeira just in sight from the poop, E. S. E.
12	"	Passed the Island of Palma, S. E. by S., 20 miles.
19	"	Entered the N. E. Trade, in lat. 22° 24′ N., & long. 19° 47′ W.
23	"	Passed the Island of St. Antonio, bearing E. by N.
28	"	Lost the N. E. Trade, in lat. 5° 18′ N., & long. 19° 8′ W.
7	May.	Crossed the Equator, in long. 22° 26′ W.
8	"	Entered the S. E. Trade, in lat. 0° 21′ S., & long. 20° 3′ W.
		NOTE. *The Asia was* 11 *days between the N. E. and S. E. Trades, with calms, light variable airs, and very smooth water; circumstances all favourable to the application of steam-power, which in this instance would have effected a saving of* 7 *or* 8 *days.*
20	"	Lost the S. E. Trade, in lat. 24° 35′ S., & long. 31° 12′ W.
9	June.	Crossed the meridian of the Cape of Good Hope, in lat. 36° 10′ S.
29	'	Entered the S. E. Trade, in lat. 22° 37′ S., & long. 81° 48′ E.
5	July.	Lost the S. E. Trade, in lat. 3° 51′ S., & long. 82° 16′ E.
8	"	Crossed the Equator for India, in long. 81° 37′ E.
14	"	Saw Sadras Hills ahead, bearing N. by W. ½ W.
15	"	Anchored in Madras Roads.

* Total period of detention from calms and light airs, 637 hours = 26d. 13h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP ASIA, 958 Tons, Captain THOMAS BALDERSTON, from ENGLAND towards MADRAS.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1824.				°	′	°	′					
May	26	26, Spithead.	—	50	37 N.	1	12 W.	—	—	—	—	—
	30		5	48	16	9	42	11	78	—	31	365
June	6	8, Madeira.	7	34	4	15	36	1	46	78	43	914
	13	10, Palma Island.	7	21	56	21	45	—	42	126	—	875
	20	16, St. Antonio.	7	9	58	22	4	7	28	133	—	872
	27		7	6	17	17	32	15	87	—	66	519
July	4	2, Equator.	7	6	58 S.	25	58	—	11	125	32	894
	11		7	17	17	27	28	5	67	66	30	701
	18		7	31	21	20	3	3	26	139	—	1112
	25	31, Cape Good Hope.	7	31	5	0	38 E.	—	29	139	—	1031
Aug.	1		7	36	15	23	1	—	16	152	—	1137
	8		7	36	37	49	19	—	6	162	—	1216
	15		7	33	5	72	12	1	5	162	—	1222
	22	27, Equator.	7	12	46	81	32	—	—	168	—	1357
	29	1, Sadras Hills.	7	5	28 N.	82	50	—	23	145	—	1123
Sept.	2	2, Madras Roads.	4	13	4	80	21	4	51	—	41	476
Total days 100 = 2400 hours.								47	415	1595	243	13813
								415				
				Calms and light airs...				462*	hours.			

* Total period of detention from calms and light airs, 462 hours = 19d. 6h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

26	May.	Left Spithead for Madras direct.
8	June.	Passed the Island of Madeira, bearing N. W. by W.
9	〃	Entered the N. E. Trade, in lat. 30° 36′ N., & long. 16° 41′ W.
10	〃	Saw the Island of Palma from the deck, W. S. W.
16	〃	Passed the Island of St. Antonio (or St. Anthony), bearing E.
19	〃	Lost the N. E. Trade, in lat. 10° 48′ N., & long. 22° 46′ W.
1	July.	Entered the S. E. Trade, in lat. 0° 50′ N., & long. 23° 30′ W.

NOTE. *The Asia was 12 days between the N. E. and S. E. Trades, with calms, light variable airs, and very smooth water. With steam-power as an auxiliary aid, Captain Balderston's voyage would have been one of the shortest on record.*

2	〃	Crossed the Equator, in long. 21° 47′ W.
10	〃	Lost the S. E. Trade, in lat. 16° 50′ S., & long. 28° 19′ W.
31	〃	Crossed the meridian of the Cape of Good Hope, in lat. 36° 40′ S.
17	Aug.	Entered the S. E. Trade, in lat. 28° 50′ S., & long. 79° 30′ E.
25	〃	Lost the S. E. Trade, in lat. 4° 40′ S., & long. 82° 10′ E.
27	〃	Crossed the Equator for India, in long. 82° 43′ E.
1	Sept.	Saw Sadras Hills from the deck, bearing N. N. W.
2	〃	Anchored in Madras Roads.

H. C. Ship ROSE, 955 Tons, Captain Thomas Marquis, from England towards Madras.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1824.				°	′	°	′					
May	30	30, Spithead.	—	50	10 N.	1	16 W.	—	—	—	—	—
June	6	12, Madeira.	8	38	44	14	30	33	51	108	—	979
	13		7	27	19	20	24	9	30	129	—	834
	20		7	11	45	24	8	10	—	158	—	968
	27	3, Equator.	7	6	6	13	54	34	66	24	44	482
July	4		7	2	28 S.	21	53	27	2	139	—	830
	11		7	12	22	25	47	—	58	91	19	646
	18		7	26	21	23	3	—	34	100	34	850
	25		7	32	37	11	4	11	53	104	—	859
Aug.	1	2, Cape Good Hope.	7	36	00	12	52 E.	—	23	145	—	1194
	8		7	36	1	31	4	1	2	165	—	1144
	15		7	36	1	62	22	3	27	138	—	1075
	22		7	29	22	79	38	22	25	100	21	922
	29	4, Equator.	7	19	3	82	4	14	24	130	—	1232
Sept.	5	11, Sadras Hills.	7	0	9 N.	82	7	21	82	—	65	398
	12	12, Madras Roads.	7	13	4	80	21	11	33	84	40	881
Total days 106 = 2544 hours.								216	510	1595	223	12294
								510				
						Calms and light airs...		726*	hours.			

* Total period of detention from calms and light airs, 726 hours = 30d. 6h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

	REMARKS DURING THE VOYAGE OUTWARD.
30 May.	Left Spithead for Madras direct.
12 June.	Off Madeira, bearing S. E. distant 5 leagues.
13 „	Entered the N. E. Trade, in lat. 30° 10′ N., & long. 18° 50′ W.
25 „	Lost the N. E. Trade, in lat. 7° 43′ N., & long. 20° 30′ W.
3 July.	Crossed the Equator, in long. 21° 10′ W.
12 „	Entered the S. E. Trade, in lat. 13° 25′ S., & long. 26° 0′ W.
	Note. *The Rose was engaged 17 days between the N. E. and S. E. Trades, owing to a long succession of calms and light variable airs, the water remarkably smooth the whole time: favourable circumstances for application of steam-power.*
17 „	Lost the S. E. Trade, in lat. 24° 48′ S., & long. 25° 36′ W.
2 Aug.	Crossed the meridian of the Cape of Good Hope, in lat. 36° 8′ S., the land bearing N. by W. ½ W., and distant 187 miles.
24 „	Entered the S. E. Trade, in lat. 26° 20′ S., & long. 80° 33′ E.
3 Sept.	Lost the S. E. Trade, in lat. 0° 27′ S., & long. 82° 15′ E.
4 „	Crossed the Equator for India, in long 82° 6′ E.
12 „	Saw Sadras Hills ahead, bearing N. N. W.
13 „	Arrived at Madras Roads, St. Thomas's Mount S.W.

H. C. SHIP CASTLE HUNTLY, 1311 Tons, Captain HENRY DRUMMOND, from ENGLAND towards MADRAS.

Date.	Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1830.			° ′	° ′					
March 28	28, Dungeness	—	50 55 N.	0 58 W.	—	—	—	—	—
April 4		8	44 57	11 48	25	83	32	42	569
11		7	34 3	16 58	21	86	54	17	721
18	12, Off Madeira.	7	18 31	25 3	—	7	161	—	1010
25		7	4 30	22 43	—	38	130	—	862
May 2		7	1 51	22 9	37	113	—	18	295
9	8, Equator.	7	1 29 S.	27 17	21	88	—	59	486
16		7	17 58	34 46	—	7	161	—	1090
23		7	31 7	33 44	—	29	139	—	942
30		7	34 14	11 59	4	19	145	—	1106
June 6		7	36 5	16 15 E.	—	1	167	—	1372
13	7, Cape Good Hope.	7	29 17	39 27	—	15	153	—	1345
20	21, Bassas de India.	7	25 6	41 25	19	109	—	40	473
27	25, Saw Johanna.	7	10 47	45 47	12	56	88	12	982
July 4	1, Equator.	7	4 17 N.	60 33	—	1	167	—	1342
11		7	6 9	76 32	—	4	164	—	1025
17	17, Madras Roads.	6	13 4	80 21	15	24	75	30	815
Total days 112 = 2688 hours.					154	680	1636	218	14435
					680				
				Calms and light airs...	834*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.

28 March.	Left Dungeness for Madras.
12 April.	Passed the Island of Madeira, bearing S. W. 8 leagues.
13 "	Entered the N.E. Trade, in lat. 30° 14′ N., & long. 19° 4′ W.
25 "	Lost the N. E. Trade, in lat. 4° 30′ N., & long. 22° 43′ W.
8 May.	Crossed the Equator, in long. 24° 27′ W.
9 "	Entered the S. E. Trade, in lat. 1° 29′ S., & long. 27° 17′ W.

NOTE. *The Castle Huntly was no less than* 15 *days between the N. E. and S. E. Trades, with a long succession of calms, light airs, and very smooth water the whole time. The time saved by application of steam-power would in this instance have been very considerable.*

17 "	Lost the S. E. Trade, in lat. 19° 24′ S., & long. 33° 41′ W.
7 June.	Crossed the meridian of the Cape of Good Hope. in lat. 36°50′S.
21 "	Saw Europa Island, or Bassas de India, by Horsburgh.
25 "	Saw Johanna, Mayotta, and Comoro Islands.
1 July.	Crossed the Equator, in long. 54° 24′ E.
2 "	Entered the S. W. Monsoon, in lat. 1° 45′ N., & long. 54′ E.
17 "	Anchored in Madras Roads, the Flagstaff S.W. ½ S.

NOTE. *Captain Drummond had an unusually long passage through Malacca and Singapore Straits, owing to a succession of light airs and calms.—Vide* "STRAITS."

* Total period of detention from calms and light airs, 834 hours = 34d. 18h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP BUCKINGHAMSHIRE, 1369 Tons, Captain CHARLES SHEA, from ENGLAND towards MADRAS.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
Feb.	22	22, Spithead.	—	50	46 N.	1	16 W.	—	—	—	—	—
	25		3	47	45	9	6	11	21	—	40	378
March	3		7	43	20	12	24	—	97	48	23	662
	10		7	23	29	21	7	—	11	157	—	1285
	17		7	6	34	20	40	13	19	136	—	981
	24		7	2	9	19	13	52	83	—	33	366
	31	29, Equator.	7	1	47 S.	24	18	36	69	41	22	584
April	7		7	18	44	30	36	—	14	154	—	1087
	14		7	24	36	30	18	21	117	—	30	402
	21		7	34	6	11	24	2	20	146	—	1163
	28		7	31	56	0	5	13	60	95	—	851
May	5		7	34	9	13	11 E.	12	45	90	21	819
	12	8, Cape Good Hope	7	38	42	37	24	—	12	156	—	1289
	19		7	32	27	64	46	1	6	161	—	1450
	26	31, Equator.	7	9	24	64	58	—	11	157	—	1352
June	2		7	2	37 N.	67	53	15	68	36	49	703
	9	8, Adam's Peak.	7	8	4	83	33	—	3	165	—	1153
	11	11, Sadras Hills and Madras Roads.	2	13	4	80	21	2	1	45	—	324
Total days 110 = 2640 hours.								178	657	1587	218	13849
								657				
				Calms and light airs...				835*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.

22	Feb.	Left Spithead for Madras.
14	March.	Entered the N. E. Trade, in lat. 15° 2′ N., & long. 21° 3′ W.
20	"	Lost the N. E. Trade, in lat. 2° 50′ N., & long. 20° 35′ W.
29	"	Crossed the Equator, in long. 22° 34′ W.
30	"	Entered the S. E. Trade, in lat. 0° 49′ S., & long. 23° 19′ W.

NOTE. *The Buckinghamshire was* 10 *days between the N. E. & S. E. Trades, with calms, light variable airs, and very smooth water: all favourable circumstances to the efficient application of steam-power.*

7	April.	Lost the S. E. Trade, in lat. 18° 44′ S., & long. 30° 36′ W.
8	May.	Crossed the meridian of the Cape of Good Hope, in lat. 38° 15′ S.
20	"	Entered the S. E. Trade, in lat. 28° 54′ S., & long. 65° 16′ E.
27	"	Lost the S. E. Trade, in lat. 6° 45′ S., & long. 64° 47′ E.
31	"	Crossed the Equator for India, in long. 66° 18′ E.
2	June.	Entered the S.W. Monsoon, in lat. 2° 27′ N., & long. 67° 53′ E.
8	"	Saw Adam's Peak on the Island of Ceylon, bearing N.N.W., being the first land seen since quitting the English Channel.
9	"	Saw Friar's Hood in Ceylon, bearing W. N. W.
11	"	Passed Sadras Hills, and anchored in Madras Roads.

NOTE. *Captain Shea experienced a bad passage through the Straits of Malacca and Singapore, in consequence of a long succession of calms and light airs.—Vide* "STRAITS."

* Total period of detention from calms and light airs, 835 hours = 34d. 19h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. Ship WARREN HASTINGS, 1068 Tons, Captain Thomas Sandys, from England towards Madras.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
Feb.	22	22, Portland Bill.	—	50	31 N.	2	27 W.	—	—	—	—	—
March	3		9	43	4	12	41	—	74	142	—	1238
	10	7, Madeira.	7	23	41	19	22	13	14	130	11	1129
	17		7	6	53	19	24	—	48	76	44	902
	24		7	2	52	18	43	20	99	12	37	452
	31	27, Equator.	7	0	13 S.	18	27	48	118	—	—	325
April	7		7	13	4	26	17	14	14	100	40	901
	14		7	23	43	27	38	34	61	28	45	626
	21		7	33	50	9	54	—	8	160	—	1155
	28		7	34	54	4	53 E.	20	50	80	18	880
May	5	4, Cape Good Hope.	7	36	31	22	28	12	39	86	31	927
	12		7	38	4	43	3	11	16	141	—	1181
	19		7	33	24	70	0	—	5	163	—	1309
	26		7	18	46	77	24	—	7	161	—	1047
June	2	2, Equator.	7	1	30 N.	80	55	—	—	168	—	1223
	7	4, Friar's Hood. 7, Madras Roads.	5	13	4	80	21	—	33	69	18	876
Total days 105 = 2520 hours.								174	586	1516	244	14171
								586				
							Calms and light airs...	760*	hours.			

* Total period of detention from calms and light airs, 760 hours = 31d. 16h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

22 Feb.	Left Portland Bill, and sailed for Madras.
7 March.	Saw the Island of Madeira from the main-top, W. N. W.
8 „	Entered the N. E. Trade, in lat. 30° 11′ N., & long. 18° 34′ W.
21 „	Lost the N. E. Trade, in lat. 3° 30′ N., & long. 19° 27′ W.
27 „	Crossed the Equator, in long. 18° 30′ W.
1 April.	Entered the S. E. Trade, in lat. 0° 29′ S., & long. 20° 18′ W.

Note. *The Warren Hastings was* 12 *days between the N. E. and S. E. Trades, owing to calms and light airs; the occasional aid of steam-power would have been of very great utility.*

11 „	Lost the S. E. Trade, in lat. 21° 19′ S., & long. 28° 18′ W.
4 May.	Crossed the meridian of the Cape of Good Hope, in lat. 38° 17′ S.
21 „	Entered the S. E. Trade, in lat. 30° 35′ S., & long. 74° 24′ E.
2 June.	Crossed the Equator for India, in long. 80° 18′ E.
4 „	Passed Friar's Hood, bearing W. N. W.
6 „	Saw Sadras Hills, bearing N. W. by N.
7 „	Anchored in Madras Roads, St. Thomas's Mount S.W.

Note. *Captain Sandys had a passage of* 24 *Sea Logs through the Straits of Malacca and Singapore, owing to a long continuance of calms and light airs.—Vide* " Straits."

H. C. Ship CASTLE HUNTLY, 1400 Tons, Captain Henry Drummond, from England towards Bengal and China.

Date.	Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1818.			° ′	° ′					
March 28	28, Portland Bill.	—	50 31 N.	2 27 W.	—	—	—	—	—
April 5	11, Madeira.	9	37 58	14 35	13	78	125	—	1164
12	17, St. Antonio.	7	29 22	19 54	—	60	44	64	786
19		7	13 28	25 42	—	—	168	—	1099
26		7	4 11	19 16	5	84	52	27	639
May 3	1, Equator.	7	3 22 S.	22 25	16	80	—	72	553
10	11, Trinidad.	7	19 19	29 49	3	15	150	—	1054
17		7	29 24	16 13	—	66	45	57	750
24	29, Cape Good Hope.	7	36 10	2 14	—	11	157	—	1391
31		7	37 36	21 17 E.	—	11	157	—	1172
June 7		7	37 10	44 18	—	12	146	10	1159
14		7	33 55	72 30	—	7	161	—	1400
21	28, Equator.	7	16 39	81 29	—	9	159	—	1277
28	4, Ganjam.	7	1 53 N.	81 56	3	11	154	—	1178
July 5	5, Sand Heads.	7	20 58	88 19	—	10	158	—	1292
Total days 100 = 2400 hours.					40	454	1676	230	14914
					454				
				Calms and light airs...	494*	hours.			
October 5	5, Sand Heads.	—	20 58 N.	88 19 E.	—	—	—	—	—
11	12, Preparis.	7	16 49	91 54	74	83	—	11	283
18	25, Aladin Island.	7	13 12	95 25	60	74	10	24	339
25	28, Junkseylon.	7	9 13	97 17	61	97	—	10	257
31	31, Pulo Penang.	5	5 25	100 21	20	79	10	11	336
Total days 26 = 624 hours.					215	333	20	56	1215
					333				
				Calms and light airs...	548*	hours.			

	REMARKS DURING THE VOYAGE OUTWARD.
28 March.	Left the Bill of Portland for Bengal and China.
11 April.	Saw the Island of Madeira bearing E. S. E., 10 leagues.
13 〃	Entered the N. E. Trade, in lat. 27° 28′ N., & long. 21° 10′ W.
17 〃	Passed the Island of St. Antonio, E. by N., 12 leagues.
22 〃	Lost the N. E. Trade, in lat. 7° 48′ N., & long. 22° 20′ W.
1 May.	Crossed the Equator, in long. 22° 46′ W.
2 〃	Entered the S. E. Trade, in lat. 1° 34′ S., & long. 21° 30′ W.
	Note. *The Huntly was detained* 10 *days between the Trades, with calms, light baffling airs, and smooth water.*
9 〃	Lost the S. E. Trade, in lat. 17° 46′ S., & long. 29° 59′ W.
11 〃	Passed the Isl. of Trinidad, bearing S. 55° E., dist. 10 miles.
29 〃	Crossed the meridian of the Cape of Good Hope, in lat. 37° 50′ S.
27 June.	Entered the S. W. Monsoon, in lat. 0° 11′ S., & long. 81° 48′ E.
28 〃	Crossed the Equator for India, in long. 81° 28′ E.
30 〃	Saw the Island of Ceylon from the mast-head, bearing N. by E.
4 July.	Passed the high land of Ganjam, bearing N. 50° W.
5 〃	Arrived at the Sand Heads, and received a Pilot on board.
5 Oct.	Left the Sand Heads for the Straits and China.
12 〃	Passed the Island of Preparis, bearing E. N. E.
25 〃	Saw Aladin Island just discernible from the poop.
28 〃	Passed Junkseylon, bearing E. S. E., & Pulo Rajah, E. by S.
31 〃	Arrived in Penang Harbour, & anchored off Fort Cornwallis.
	Note. *In consequence of the very tedious passage to Penang, and the N. E. Monsoon having set in, Captain Drummond, on quitting Malacca and Singapore Straits, was obliged to proceed through the Eastern Passages for China.*
1819.	
16 Jan.	Arrived at Lintin, and received a Pilot on board.
	Note. *This is a striking proof of the great detention from calms and light airs in the Straits. It is deserving of notice that during the short trip from the Sand Heads to Penang, a run of only* 1215 *miles, the ship experienced greater delay than in running* 14914 *miles, the whole distance from England to Bengal.*

* Total period of detention from calms and light airs, 1042 hours = 43d. 10h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP DUNIRA, 1325 Tons, Captain MONTGOMERIE HAMILTON, from ENGLAND towards BENGAL and CHINA.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1818.				°	′	°	′					
March	28	28, Lizard Point.	—	49	58 N.	5	11 W.	—	—	—	—	—
April	5		9	35	40	18	6	12	45	137	22	1184
	12	10, Madeira.	7	27	21	19	28	16	38	100	14	771
	19	16, St. Antonio.	7	10	26	23	25	—	—	168	—	1193
	26		7	2	25	20	26	13	90	37	28	524
May	3	30, Equator.	7	7	16 S.	25	14	16	67	75	10	639
	10		7	22	28	26	18	—	18	150	—	1011
	17		7	29	20	24	23	3	44	100	21	750
	24		7	34	19	0	40	—	5	163	—	1351
	31	31, Cape Good Hope.	7	37	58	19	39 E.	—	25	143	—	989
June	7		7	36	47	44	10	—	10	158	—	1203
	14		7	34	18	73	44	—	—	168	—	1478
	21	27, Equator.	7	16	14	80	51	—	—	168	—	1235
	28	30, Friar's Hood. 4, Point Palmiras.	7	3	20 N.	81	39	1	21	130	16	1166
July	5	5, Sand Heads.	7	20	58	88	19	—	16	152	—	1134
Total Days 100 = 2400 hours.								61	379	1849	111	14628
								379				
				Calms and light airs...				440*	hours.			

	REMARKS DURING THE VOYAGE OUTWARD.
28 March.	Left the Lizard for Bengal and China.
10 April.	Passed the Island of Madeira, just in sight, bearing E. by N.
11 "	Entered the N. E. Trade, in lat. 30° 16′ N., & long. 18° 10′ W.
16 "	Saw the Island of St. Antonio from the poop, bearing E. by S.
21 "	Lost the N. E. Trade, in lat. 6° 3′ N., & long. 21° 28′ W.
30 "	Crossed the Equator, in long. 22° 18′ W.
2 May.	Entered the S. E. Trade, in lat. 4° 13′ S., & long. 24° 15′ W.
	NOTE. *The Dunira experienced the delay of 11 days between the N. E. and S. E. Trades; having light baffling airs, with frequent calms, and very smooth water the whole time.*
8 "	Lost the S. E. Trade, in lat. 18° 42′ S., & long. 28° 18′ W.
31 "	Crossed the meridian of the Cape of Good Hope, in lat. 37° 58′ S.
17 June.	Entered the S. E. Trade, in lat. 26° 43′ S., & long. 80° 38′ E.
26 "	Lost the S. E. Trade, in lat. 1° 21′ S., & long. 81° 27′ E.
27 "	Crossed the Equator for India, in long. 81° 45′ E.
30 "	Passed Westminster Abbey and Friar's Hood in Ceylon.
4 July.	Passed False Point and Point Palmiras.
5 "	Arrived off the Light Vessel, and received a Pilot on board.
	NOTE. *Captain Hamilton remained at the new anchorage till the 15th of November, on which day he made sail towards China for Malacca and Singapore Straits, proceeding through the Eastern Passages, on account of the lateness of the season.*
1819.	
26 Jan.	Arrived off Lintin, and received a Pilot on board.

* Total period of detention from calms and light airs, 440 hours = 18d. 8h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP ASIA, 958 Tons, Captain THOMAS BALDERSTON, from ENGLAND towards BENGAL.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1818.				°	′	°	′					
May	29	29, Dungeness.	—	50	55 N.	0	58 E.	—	—	—	—	—
	31		3	48	37	7	16 W.	24	9	—	39	346
June	7		7	41	5	14	19	31	86	11	40	497
	14	14, Island of Palma.	7	28	9	18	31	—	45	123	—	853
	21	19, St. Antonio.	7	12	13	25	54	—	8	160	—	1068
	28		7	6	8	18	13	20	100	24	24	475
July	5		7	1	38	22	45	27	37	50	54	665
	12	7, Equator.	7	11	27 S.	30	39	10	30	90	38	794
	19	16, Island of Trinidad	7	25	35	26	43	12	46	88	22	856
	26		7	34	17	10	46	—	8	160	—	1067
August	2		7	35	46	8	2 E.	7	23	120	18	901
	9	5, Cape Good Hope.	7	36	9	35	5	—	1	167	—	1297
	16		7	35	54	60	13	—	20	148	—	1092
	23		7	25	37	79	53	1	2	165	—	1331
	30		7	4	32	82	22	—	27	141	—	1266
Sept.	6	3, Equator. 10, Black Pagoda.	7	10	16 N.	85	44	2	30	100	36	959
	12	12, Sand Heads.	6	20	58	88	19	19	38	53	34	723
Total days 107 = 2568 hours.								153	510	1600	305	14190
								510				
				Calms and light airs...				663*	hours.			

* Total period of detention from calms and light airs, 663 hours = 27d. 15h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

29	May.	Left the Downs for Bengal direct.
8	June.	Entered the N. E. Trade, in lat. 39° 36′ N., & long. 15° W.
14	"	Passed the Island of Palma, bearing E. by N., 6 leagues.
19	"	Saw the Island of St. Antonio, from S. S. E. to S. W. by S.
22	"	Lost the N. E. Trade, in lat. 10° 49′ N., & long. 24° W.
4	July.	Entered the S. E. Trade, in lat. 3°18′ N., & long. 20°30′ W.

NOTE. *From the prevalence of frequent calms, a continuance of very light airs, and smooth water, Captain Balderston was detained 12 days between the N. E. & S. E. Trades. Here again was an excellent opportunity to test the advantages of steam-power, as an auxiliary aid.*

7	"	Crossed the Equator, in long. 20° 45′ W.
15	"	Lost the S. E. Trade, in lat. 19° 44′ S., & long. 29° 32′ W.
16	"	Saw the Island of Trinidad from the poop, E. by N.
5	Aug.	Crossed the meridian of the Cape of Good Hope, in lat. 39°10′S.
25	"	Entered the S. E. Trade, in lat. 22° 7′ S., & long. 80° 44′ E.
31	"	Lost the S. E. Trade, in lat. 1° 46′ S., & long. 82° 14′ E.
3	Sept.	Crossed the Equator for India, in long. 83° 30′ E.
10	"	Passed Black and Juggernaut Pagodas.
12	"	Arrived at the Sand Heads, and received a Pilot on board.

H. C. SHIP ASIA, 958 Tons, Captain THOMAS BALDERSTON, from ENGLAND towards BENGAL.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
				°	′	°	′					
1820.												
Feb.	3	3, Needles Light.	—	50	40 N.	1	34 W.	—	—	—	—	—
	6		4	48	32	7	26	4	57	—	35	340
	13		7	43	51	12	30	8	61	39	60	665
	20	21, Madeira.	7	35	36	15	45	5	53	110	—	806
	27	1, St. Antonio.	7	23	8	22	54	—	45	123	—	893
March	5		7	5	21	19	47	—	6	162	—	1183
	12	12, Equator.	7	0	14	18	20	6	150	—	12	343
	19		7	8	6 S.	21	35	8	84	—	76	579
	26		7	21	32	24	9	—	48	100	20	811
April	2		7	31	4	23	36	—	45	82	42	766
	9		7	35	28	13	19	14	81	48	25	651
	16	21, Cape Good Hope.	7	37	17	5	14 E.	—	26	142	—	1053
	23		7	40	39	22	31	—	28	140	—	968
	30		7	39	5	53	10	2	10	155	—	1205
May	7		7	32	24	75	28	2	27	139	—	1146
	14		7	17	31	80	10	—	39	129	—	946
	21	22, Equator.	7	1	28	81	44	6	24	138	—	982
	28	30, Black Pagoda.	7	13	20 N.	84	5	—	50	89	29	887
June	1	1, Sauger Roads.	4	22	35	88	28	4	39	27	26	526
Total days 120 = 2880 hours.								59	873	1623	325	14750
								873				
				Calms and light airs...				932*	hours.			

* Total period of detention from calms and light airs, 932 hours = 38d. 20h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

3	Feb.	Left the Isle of Wight for Bengal direct.
21	„	Passed the Island of Madeira, E. by N., dist. 3 or 4 leagues.
25	„	Entered the N. E. Trade, in lat. 27° 10′ N., & long. 20° 47′ W.
1	March.	Saw the Island of St. Antonio, E. by N. ½ N.
4	„	Lost the N. E. Trade, in lat. 6° 55′ N., & long. 20° 56′ W.
12	„	Crossed the Equator, in long. 19° 16′ W.
17	„	Entered the S. E. Trade, in lat. 4° 10′ S., & long. 19° 17′ W.

NOTE. *Captain Balderston was detained between the Trades 13 days by a succession of light baffling airs and frequent calms, and very smooth water: in this instance the use of steam-power would have been very beneficial.*

30	„	Lost the S. E. Trade, in lat. 29° 22′ S., & long. 25° 58′ W.
21	April.	Crossed the meridian of the Cape of Good Hope, in lat. 37° 50′ S.
11	May.	Entered the S. E. Trade, in lat. 25° 50′ S., & long. 80° 28′ E.
18	„	Lost the S. E. Trade, in lat. 7° 41′ S., & long. 79° 12′ E.
22	„	Crossed the Equator for India, in long. 80° 44′ E.
27	„	Entered the S. W. Monsoon, in lat. 10° 36′ N. & long. 83° 10′ E.
30	„	At noon, Jagernaut and Black Pagodas, distant 10 or 11 miles.
1	June.	Arrived at the Sand Heads, and received a Pilot on board.

H. C. Ship THAMES, 1425 Tons, Captain James K. Forbes, from England towards Bengal and China.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1831.				°	′	°	′					
Jan.	27	27, Lizard Point.	—	49	58 N.	5	11 W.	—	—	—	—	—
	30		4	40	57	12	14	—	4	38	54	654
Feb.	6	7, Porto Santo.	7	33	35	15	51	—	53	81	34	771
	13	8, Madeira.	7	20	27	19	33	3	27	113	25	928
	20		7	4	26	18	51	—	39	129	—	945
	27	24, Equator.	7	8	40 S.	26	40	7	51	78	32	872
March	6		7	21	23	24	49	24	17	72	55	790
	13		7	26	46	15	32	12	50	43	63	665
	20		7	36	55	9	15	2	37	100	29	718
	27		7	37	13	17	18 E.	—	14	154	—	1281
April	3	29, Cape Good Hope.	7	40	12	34	45	15	41	100	12	853
	10		7	36	16	56	12	13	16	129	10	1116
	17		7	37	51	72	10	6	58	87	17	844
	24		7	27	57	84	14	—	64	71	33	799
May	1	6, Equator.	7	6	43	80	40	3	6	159	—	1206
	8	9, Friar's Hood.	7	4	19 N.	81	55	—	58	100	10	720
	11	11, Madras Roads.	3	13	4	80	21	3	5	58	6	489
	20	15, Left Madras. 20, Sauger Roads.	4	22	35	88	28	2	1	93	—	676
Total days 109 = 2616 hours.								90	541	1605	380	14327
								541				
				Calms and light airs...				631*	hours.			

* Total period of detention from calms and light airs, 631 hours = 26d. 7h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

27	Jan.	Left the Lizard Point for Bengal and China.
7	Feb.	Passed Porto Santo, the Peak W. by S. ½ S., dist. 12 miles.
8	"	At noon, Madeira N. W. by W.; Porto Santo N. ¼ E.; and Desertas, W. by N.
11	"	Entered the N. E. Trade, in lat. 27° 50′ N., & long. 19° 37′ W.
18		Lost the N. E. Trade, in lat. 6° 50′ N., & long. 19° 18′ W.
24	"	Crossed the Equator in long. 22° 24′ W.
26		Entered the S. E. Trade, in lat. 5° 20′ S., & long. 25° 14′ W.
		Note. *The Thames was 8 days between the N. E. and S. E. Trades, having faint airs and occasional calms.*
2	March.	Lost the S. E. Trade, in lat. 16° 10′ S., & long. 29° 16′ W.
3	"	Note. *It was a dead calm the whole of this day, with sultry weather; on the 9th and two following days, many hours' calm were also experienced, the water very smooth the whole time. The application of steam-power in this case would have been very important.*
29	"	Crossed the meridian of the Cape of Good Hope, in lat. 37° 40′ S.
28	April.	Entered the S. E. Trade, in lat. 16° 17′ S., & long. 81° 42′ E.
6	May.	Crossed the Equator for India, in long. 80° 22′ E.
9	"	Saw Friar's Hood on Ceylon, W. by S., distant 6 or 7 leagues.
11	"	Arrived in Madras Roads: St. Thomas's Mount, S. W. ½ W.
15	"	Left Madras Roads with a steady S. W. Monsoon.
19	"	Passed False Point and Point Palmiras.
20	"	Arrived at the Sand Heads, and obtained a Pilot.
25	July.	Left the Sand Heads for the Straits and China.
31	"	At noon, Ladda Islands E. N. E., and Pulo Penang S. E. ½ E.
1	Aug.	Anchored in Penang Harbour, Fort Cornwallis N. W.
4	"	Left Penang Harbour, and passed Saddle Island.
		Note. *Captain Forbes was 12 days in getting through the Straits of Malacca & Singapore, owing to light airs & calms.*
16	"	Passed Pedro Branco; at noon, Barbucet Hill S. W. ¾ W.
17	"	Saw Pulo Aor S. W. ¼ W., and Pulo Tingy W. by N.
30	"	Anchored in Macao Roads, and obtained a Pilot.

H. C. SHIP REPULSE, 1334 Tons, Captain HENRY GRIBBLE, from ENGLAND towards BENGAL and CHINA.

Date.		Situation.	Days.	Latitude by Obs.			Longitude by Chro.			Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1831.				°	′		°	′						
Feb.	23	23, Start Point.	—	50	13	N.	3	38	W.	—	—	—	—	—
	27	3, Madeira.	5	39	57		13	29		1	5	80	34	749
March	6		7	25	27		19	59		9	33	100	26	871
	13		7	7	16		20	37		—	34	134	—	1048
	20	19, Equator.	7	1	15	S.	18	36		9	101	—	58	514
	27		7	13	31		22	10		22	55	70	21	894
April	3		7	26	46		19	19		12	38	118	—	917
	10		7	34	34		0	16	E.	—	33	135	—	1194
	17	18, Cape Good Hope.	7	36	38		18	22		7	34	111	16	1016
	24		7	37	38		43	32		8	14	146	—	1230
May	1		7	36	12		69	12		—	12	156	—	1237
	8		7	26	0		84	32		4	21	143	—	1122
	15	20, Equator.	7	4	53		81	54		2	25	141	—	1255
	22	22, Friar's Hood.	7	7	55	N.	82	23		7	77	40	44	765
	24	24, Madras Roads. 31, Left Madras.	2	13	4		80	21		—	7	—	41	310
June	4	4, Sauger Roads.	5	22	35		88	28		6	6	83	25	692
Total days 96 = 2304 hours.										87	495	1457	265	13814
										495				
				Calms and light airs...						582*	hours.			

* Total period of detention from calms and light airs, 582 hours = 24d. 6h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

23 Feb. Left the Start Point for Bengal and China.
3 March. Saw the Island of Madeira, S. E. by E., distant 10 leagues.
5 " Entered the N. E. Trade, in lat. 28° 41′ N., & long. 19° 58′ W.
13 " Lost the N. E. Trade, in lat. 7° 6′ N., & long. 20° 37′ W.
19 " Crossed the Equator, in long. 19° 23′ W.
24 " Entered the S. E. Trade, in lat. 4° 37′ S., & long. 16° 38′ W.

NOTE. *The Repulse was detained* 11 *days between the N. E. and S. E. Trades by light airs and calms (smooth water all the time.)*

30 " Lost the S. E. Trade, in lat. 22° 43′ S., & long. 23° 31′ W.
18 April. Crossed the meridian of the Cape of Good Hope, in lat. 37° 50′ S.
7 May. Entered the S. E. Trade, in lat. 28° 25′ S., & long. 84° 16′ E.
15 " Lost the S. E. Trade, in lat. 4° 53′ S., & long. 81° 54′ E.
20 " Crossed the Equator for India, in long. 82° 23′ E.
22 " Saw Westminster Abbey, S. 42° W. Friar's Hood, S. 62° W. distant 15 miles.
24 " Anchored in Madras Roads, St. Thomas's Mount S.W. ½ W.
31 " Left Madras Roads for the Sand Heads.
4 June. Saw the Gaspar Sand Light Vessel, and obtained a Pilot.
8 Aug. Left the Sand Heads for the Straits and China.
12 " Saw the Cocos Islands, E. N. E., distant 4 or 5 leagues.
15 " At noon Pulo Penang, N. E.; the Laddas, East; and Pulo Bouton, N. E.

NOTE. *Capt. Gribble was engaged* 13 *Sea Logs in running through Malacca and Singapore Straits, with the usual calms and light airs prevalent in them; and* 12 *days more in running up the China Sea.*

12 Sept. Arrived in Macao Roads, and received a Pilot on board.

H. C. SHIP WILLIAM FAIRLIE, 1318 TONS, CAPTAIN THOMAS BLAIR, FROM ENGLAND TOWARDS BENGAL AND CHINA.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1832.				°	′	°	′					
Feb.	17	17, Start Point.	—	50	13 N.	3	38 W.	—	—	—	—	—
	19		3	47	13	8	25	—	32	17	23	289
	26	27, Madeira.	7	36	23	15	56	—	89	51	28	814
March	4	29, Palma Island.	7	15	19	19	28	—	20	146	2	1235
	11		7	2	3	20	37	8	50	90	20	834
	18	13, Equator.	7	17	28 S.	32	52	—	2	160	6	1182
	25		7	28	58	23	12	—	5	163	—	1098
April	1		7	34	52	16	40	21	72	37	38	576
	8	3, Tristan da Cunha.	7	37	18	14	26 E.	—	6	162	—	1446
	15	10, Cape Good Hope.	7	36	32	30	55	14	49	81	24	868
	22		7	19	52	39	30	—	10	158	—	1230
	29		7	12	29	42	56	24	68	31	45	506
May	6	1, Mohilla & Comoro	7	3	22	49	15	16	34	90	28	787
	13	11, Equator.	7	2	19 N.	55	34	36	81	—	51	447
	20	27, Off the Maldives.	7	5	24	66	58	4	67	53	44	725
	27	31, Friar's Hood.	7	7	12	73	30	14	86	21	47	533
June	3	3, Madras Roads.	7	13	4	80	21	—	7	127	34	743
	10	6, Left Madras. 10, Sauger Roads.	5	22	35	88	28	4	11	79	26	744
Total days 113 = 2712 hours.								141	689	1466	416	14147
								689				
				Calms and light airs...				830*	hours.			

* Total period of detention from calms and light airs, 830 hours = 34d. 14h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

17	Feb.	Left Start Point for Bengal and China.
27	"	Passed the Island of Madeira, seen from the deck, S.W. by S.
29	"	Saw the Island of Palma, E. by S., distant 12 leagues.
2	March.	Entered the N.E. Trade, in lat. 21° 50′ N., & long. 19° 30′ W.
8	"	Lost the N. E. Trade, in lat. 4° 30′ N., & long. 20° 20′ W.
13	"	Crossed the Equator, in long. 23° 46′ W.
14	"	Entered the S.E. Trade, in lat. 3° 40′ S., & long. 26° 20′ W.
		NOTE. *The Fairlie had not the great delay generally experienced between the Trades, being only 6 days from one to the other.*
23	"	Lost the S. E. Trade, in lat. 24° 34′ S., and long. 31° 20′ W.
3	April.	Saw Tristan da Cunha from the poop, West.
10	"	Crossed the meridian of the Cape of Good Hope, in lat. 36° 43′ S.
18	"	Entered the S. E. Trade, in lat. 31° 40′ S., and long. 35° 27′ E.
24	"	Lost the S. E. Trade, in lat. 16° 15′ S., & long. 42° 18′ E.
30	" May.	Off Mohilla, Johanna, and Comoro Islands.
1	May.	
11	"	Crossed the Equator for India, in long. 52° 56′ E.
27	"	Saw the Northern Atol of the Maldives just discernible from the mast-head, S. W. by S., distant 6 leagues.
31	"	Saw Westminster Abbey N. 59° W., & Friar's Hood, N. 48° W.
3	June.	Anchored in Madras Roads; St. Thomas's Mount S. W.
6	"	Left Madras for the Sand Heads.
10	"	Arrived off the Gaspar Light Vessel, and obtained a Pilot.
26	Aug.	Left the Sand Heads for the Straits and China.
29	"	Passed the Island of Narcondam, W. by N.
1	Sept.	Pulo Bouton in sight N. E., and Ladda Island Peak, East.
		NOTE. *Captain Blair was engaged 17 Sea Logs in clearing Malacca and Singapore Straits, and was much delayed by the prevalence of calms and light airs; after which, 22 days more were employed (having no S. W. Monsoon) in running up the China Sea. What an excellent opportunity for the application of steam-power!*
12	Oct.	Arrived in Macao Roads, and received a Pilot on board.

H. C. Ship RELIANCE, 1416 Tons, Captain Charles Timins, from England towards Bengal and China.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1832.				°	′	°	′					
March	24	24, Start Point.	—	50	13 N.	3	38 W.	—	—	—	—	—
April	1		9	33	52	17	42	19	45	117	35	1238
	8	9, St. Antonio.	7	19	9	24	33	—	37	131	—	948
	15	10, Brava Island.	7	3	28	20	19	—	13	151	4	982
	22	19, Equator.	7	7	19	24	7	26	62	39	41	705
	29		7	24	44 S.	24	11	—	28	100	40	978
May	6		7	35	57	1	36	—	7	161	—	1347
	13	12, Cape Good Hope.	7	37	35	24	45 E.	—	24	144	—	1295
	20		7	36	59	36	40	21	59	46	42	748
	27		7	33	44	46	39	23	65	41	39	671
June	3		7	33	17	73	41	—	—	168	—	1388
	10	18, Equator.	7	20	18	80	23	13	40	115	—	993
	17	20, Adam's Peak.	7	0	43 N.	82	3	13	12	143	—	1187
	22	22, Madras Roads. 27, Ganjam.	5	13	4	80	21	—	35	61	24	849
	29	29, Sauger Roads.	6	22	35	88	28	24	43	46	31	657
Total days 97 = 2328 hours.								139	470	1463	256	13986
								470				
				Calms and light airs...				609*	hours.			

* Total period of detention from calms and light airs, 609 hours = 25d. 9h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

24 March. Left Start Point for Bengal and China.
5 April. Entered the N. E. Trade, in lat. 27° 45′ N., & long. 20° 31′ W.
9 〃 At noon saw St. Antonio, N. E. by E., dist. 10 or 11 leag.
10 〃 Passed the Island of Brava, seen from the poop, E. N. E.
11 〃 Lost the N. E. Trade, in lat. 12° 53′ N., & long. 24° 53′ W.
19 〃 Crossed the Equator, in long. 20° 52′ W.
21 〃 Entered the S. E. Trade, in lat. 3° 52′ S., & long. 23° 13′ W.

Note. *The Reliance was delayed* 10 *days between the Trades by a continued succession of light airs and calms (very smooth water the whole time.)*

29 〃 Lost the S. E. Trade, in lat. 24° 44′ S., & long. 24° 11′ W.
12 May. Crossed the meridian of the Cape of Good Hope, in lat. 36° 58′ S.
7 June. Entered the S. E. Trade, in lat. 29° 44′ S., & long. 78° 19′ E.
17 〃 Lost the S. E. Trade, in lat. 0° 43′ S., & long. 82° 15′ E.
18 〃 Crossed the Equator for India, in long. 81° 57′ E.
20 〃 Saw Adam's Peak W. S. W., & Westminster Abbey W. by S.
21 〃 Saw Friar's Hood S. W. ½ W., & Kettle Bottle, S. W. by S.
22 〃 Anchored in Madras Roads, and left the following day for Bengal.
27 〃 Passed the high land of Ganjam, W. by N.
29 〃 Arrived off the Sand Heads, and obtained a Pilot.
12 Sept. Left the Sand Heads for the Straits and China.

Note. *By a long succession of calms and light airs, Captain Timins was delayed* 30 *days between the Sand Heads and Pulo Bouton. Had steam-power, as an auxiliary aid, been used in this instance, what a saving of time would have been effected! The detention in getting through the Straits of Malacca and Singapore obliged Captain Timins to proceed through the Eastern Passage to China.*

5 Dec. Anchored in Macao Roads, and received a Pilot on board.

H. C. Ship SIR DAVID SCOTT, 1342 Tons, Captain David Ward, from England towards Bengal and China.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1832.				°	′	°	′					
March	25	25, Lizard Point.	—	49	58 N.	5	11 W.	—	—	—	—	—
April	1	10, St. Antonio.	8	34	37	16	52	10	47	100	35	1076
	8	12, Brava Island.	7	23	23	24	23	—	37	57	74	660
	15	21, Equator.	7	7	16	22	18	—	15	153	—	1045
	22	28, Trinidad.	7	2	52 S.	24	10	24	76	28	40	635
	29	28, Martin Vas	7	22	23	28	34	—	3	165	—	1207
May	6		7	31	45	22	19	19	53	96	—	930
	13		7	35	16	11	43 E.	—	21	147	—	1174
	20		7	37	28	15	44	1	25	142	—	1020
	27	24, Cape Good Hope.	7	38	48	24	20	8	64	74	22	739
June	3		7	37	46	34	34	4	90	49	25	774
	10		7	35	2	50	49	1	25	142	—	1029
	17		7	33	26	63	50	—	6	162	—	1067
	24		7	21	45	78	25	1	15	152	—	940
July	1	4, Equator.	7	4	18	82	12	1	20	147	—	1238
	8	9, Friar's Hood.	7	6	51 N.	82	59	20	60	64	24	727
	15	11, Madras Roads. 14, Left Madras.	5	15	31	85	34	16	19	41	44	687
	18	18, Sauger Roads.	3	22	35	88	28	11	1	34	26	397
Total days 114 = 2736 hours.								116	577	1753	290	15345
								577				
				Calms and light airs...				693*	hours.			

* Total period of detention from calms and light airs, 693 hours = 28d. 21h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

25 March. Left Lizard Point for Bengal and China.
5 April. Entered the N.E. Trade, in lat. 31° 11′ N., & long. 23° 11′ W.
10 „ Passed the Island of St. Antonio, just discernible S. by W.
12 „ Saw the Island of Brava, E. by N., distant 12 leagues.
17 „ Lost the N. E. Trade, in lat. 3° 16′ N., & long. 21° 34′ W.
21 „ Crossed the Equator, in long. 22° 55′ W.
25 „ Entered the S. E. Trade, in lat. 2° 52′ S., & long. 24° 16′ W.

Note. *The Sir David Scott was 8 days between the Trades, owing to calms and light airs, (smooth water all the time.)*

28 „ The Island of Trinidad just visible from the deck, S. S. W.
29 „ The Martin Vas Rocks just seen from the poop, N. E. by E.
30 „ Lost the S. E. Trade, in lat. 23° 10′ S., & long. 27° 50′ W.
24 May. Crossed the meridian of the Cape of Good Hope, in lat. 40° 10′ S.
21 June. Entered the S. E. Trade, in lat. 28° 51′ S., & long. 73° 52′ E.
30 „ Lost the S. E. Trade, in lat. 5° 15′ S., & long. 81° 50′ E.
4 July. Crossed the Equator for India, in long. 82° 30′ E.
9 „ Saw Westminster Abbey S. W. by S., and Friar's Hood S. W. by W.
11 „ Anchored in Madras Roads, St. Thomas's Mount S. W. ½ W.
14 „ Left Madras Roads for the Sand Heads.
18 „ Arrived off Point Palmiras, and received a Pilot on board.
1 Oct. Left the Sand Heads for the Straits and China.
16 „ Passed Narcondam Island S. S. W., distant 7 or 8 leagues.
29 „ At noon, saw Pulo Penang, from East to N. E. by E.

Note. *Captain Ward was 12 Sea Logs in getting clear of the Straits. This detention, and the lateness of the season, compelled Captain Ward to proceed by the Eastern Passage for China.*

10 Jan. 1833. Anchored in Lintin Roads, and received a Pilot on board.

H. C. Ship VANSITTART, 1311 Tons, Captain Robert Scott, from England towards Bengal and China.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
March	7	7, Start Point.	—	50	13 N.	3	38 W.	—	—	—	—	—
	10	15, Ferro Island.	4	43	13	11	10	8	39	31	18	762
	17		7	24	25	19	5	1	14	153	—	1155
	24		7	6	2	19	26	—	34	134	—	1064
	31		7	1	3	18	7	26	131	—	11	339
April	7	1, Equator.	7	13	15 S.	28	2	8	14	146	—	1024
	14		7	23	12	28	55	11	73	22	62	627
	21		7	33	28	9	35	—	4	164	—	1188
	28		7	33	5	9	32 E.	1	44	123	—	1065
May	5	7, Cape Good Hope.	7	35	13	17	58	8	65	58	37	689
	12		7	37	54	40	34	—	2	166	—	1351
	19		7	31	57	65	47	—	15	153	—	1276
	26	30, Peros Banhos.	7	11	19	70	13	—	—	168	—	1164
June	2	1, Equator. 7, Madras Roads.	7	1	31 N.	77	59	3	15	131	19	844
	7	13, Left Madras.	5	13	4	80	21	—	20	80	20	780
	16	16, Sauger Roads.	4	22	35	88	28	2	7	71	16	620
Total days 97 = 2328 hours.								68	477	1600	183	13948
								477				
						Calms and light airs…		545*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.

7	March.	Left Start Point for Bengal and China.
15	〃	Saw Ferro Island, S. E. by S., and Island of Palma, East.
16	〃	Entered the N. E. Trade, in lat. 21° 25′ N., & long. 18° 52′ W.
25	〃	Lost the N. E. Trade, in lat. 4° 53′ N., & long. 19° 13′ W.
1	April.	Crossed the Equator, in long. 19° 55′ W.
3	〃	Entered the S. E. Trade, in lat. 4° 14′ S., & long. 22° 17′ W.
		Note. *The Vansittart was 9 days between the Trades, owing to calms and light variable airs (smooth water the whole time.)*
11	〃	Lost the S. E. Trade, in lat. 21° 23′ S., & long. 29° 13′ W.
7	May.	Crossed the meridian of the Cape of Good Hope, in lat. 39° 23′ S.
24	〃	Entered the S. E. Trade, in lat. 16° 44′ S., & long. 70° 14′ E.
29	〃	Saw the land from N.N.E. to N.N.W. sounded, ground 45 fms.
30	〃	Passed Peros Banhos Islands, seen from the mast-head S. E.
1	June.	Crossed the Equator for India, in long. 77° 58′ E.
3	〃	Lost the S. E. Trade, in lat. 3° 34′ N., & long. 80° 23′ E.
7	〃	Anchored in Madras Roads, St. Thomas's Mount S. W. ½ W.
13	〃	Left Madras Roads for the Sand Heads.
15	〃	Arrived off the Gaspar Sand Light Vessel, and received a Pilot.
19	Aug.	Left the Sand Heads for the Straits and China.
23	〃	Passed Narcondam Island, seen from the deck W. by N.
27	〃	At noon, Pulo Bouton N. E. by N., and Pulo Pera S. by W.
30	〃	Anchored in Penang Harbour, and left the following day.
		Note. *Captain Scott was detained 17 Sea Logs in Malacca and Singapore Straits by a series of light airs and calms, with contrary currents: in this instance the application of steam-power would have been of great advantage.*
22	Sept.	Passed Pedro Branco and Point Romania for China.
2	Oct.	At 2h. 30m. P.M. saw Scarborough Shoal from S. E. to E.N.E. distant 6 or 7 miles.
8	〃	Arrived in Macao Roads, and received a Pilot on board.

* Total period of detention from calms and light airs, 545 hours = 22d. 17h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP WINCHELSEA, 1200 TONS, Captain W. MOFFATT, through MALACCA and SINGAPORE STRAITS towards CHINA.

Date.		Lat. by Obs.	Long. by Chr.
1808.		° ′	° ′
July	26	18 43 N.	72 36 E.
August	2	7 31	76 25
	3	6 41	77 41
	4	6 13	79 9
	5	5 51	80 21
	6	5 41	83 27
	7	5 31	86 9
	8	5 31	88 0
	9	5 4	90 6
	10	5 57	92 13
	11	5 52	94 35
	12	6 6	95 58
	13	6 26	97 32
	14	6 29	98 18
	15	6 32	98 44
	16	6 6	99 22
	17	5 44	100 8
	18	At Penang.	
	19		
	20	5 32	No Obs.
	21	5 24	100 12
	22	4 26	100 12
	23	4 0	100 14
	24	3 39	100 23
	25	3 11	100 29
	26	3 3	100 41
	27	2 49	100 50
	28	No Obs.	No Obs.
	29	—	—
	30	—	—
	31	—	—
Septem.	1	—	—
	2	—	—
	3	1 40 N.	—
	4	No Obs.	No Obs.
	5		
	6	2 33	104 58

REMARKS, BEARINGS, &c.

26	July.	Left Bombay Harbour with a fresh S. W. Monsoon, for Malacca and Singapore Straits and China.
2	August.	Saw the land about Cape Comorin in sight from the quarter-deck, East, about 14 leagues.
5	〃	At daylight saw the Island of Ceylon from North to N. E. At 10h. A. M. Point de Galle Flagstaff North, 6 miles.
11	〃	At noon saw high land from the poop, N. E. by E. to E. S. E., and extremes of the land from S. W. by W. to S. by E.
12	〃	Passed Pulo Rondo, Pulo Way, and Pulo Brasse: at noon the extremes of distant land from S. S. W. to S. E. by S.
16	〃	Light airs, with occasional squalls. At noon, the Ladda Islands E. by N. to N. N. E. Pulo Penang S. E. by E., 8 leagues.
17	〃	Light v'ble airs, with squalls & rain. 〃 The high land of Queda E. by N. Pulo Penang S. E. by S., 5 leagues.
18	〃	Faint airs and calms throughout. 〃 Anchored abreast Pulo Tecoos; Penang Flagstaff S. by E., Qneda Hill N. E.
19	〃	Very light airs with calms at intervals. 〃 Left Penang Harbour. At sunset Penang Flagstaff S. E. by S., 5 miles.
20	〃	Light airs and calms, sultry weather. 〃 Pulo Penang from S. ½ W. to E. by S. High land of Queda N. E. by E.
21	〃	Very faint airs, and calms throughout. 〃 Pulo Penang from East to N. E. by N., 4 leagues. Queda Hill N. E. by N.
22	〃	Light variable breezes throughout. 〃 Pulo Dinding E. by S. Pulo Jarra S. ½ E. Malay Coast N. N. E. to E. N. E.
23	〃	Faint airs, with occasional squalls. 〃 Pulo Dinding East. Pulo Jarra S. by W. Malay Coast N. E. by N. to E. by N.
24	〃	Throughout variable airs, and squally. 〃 Pulo Jarra N. W. by N. The Sambilangs N. E. ½ N. to N. by E. ½ E.
25	〃	Light v'ble breezes, sultry weather. 〃 Saw the Long and Round Arroas from the mast-head, S. E. by S.
26	〃	Ditto Ditto. 〃 The Long Arroa S. 33° W., and the Round Arroa S. 16° W.
27	〃	Very faint airs, with heavy showers. 〃 The Round Arroa S. 80° W., and Parcelar Hill N. 87½° E.
28	〃	Light variable airs and squalls. 〃 The Round Arroa just in sight from the main-top, & Parcelar Hill E. by N. ½ N.
29	〃	V'ble airs throughout, and squally. 〃 Parcelar Hill N. W. by W., and Cape Rachardo N. by W. ½ W. dist. 4 or 5 miles.
30	〃	Very light variable airs and calms. 〃 Cape Rachardo N. W. by W. ½ W., and Malacca Church S. E. by E. 6 miles.
31	〃	Light airs throughout, very sultry. 〃 Anchored in Malacca Roads; the Flagstaff N. E. by N., & Fisher's Island, N. W.
3	Sept.	Thro'out very sultry, with light airs. Left Malacca Roads. At noon, Mount Formosa N. by E. ½ E. Pulo Pisang E. S. E. 7 m.
4	〃	Pleasant breezes, with sultry weather. At noon, Barn Island W. ½ S., St. John's N. N. E., Barbucet Hill dist. from St. John's 4 m.
5	〃	Variable breezes, squally and rain. 〃 Pedro Branco E. by N. ½ N. Bintang Hill S. E., and Point Romania N. W. by W.
6	〃	Light variable breezes, fair weather. Passed Pedro Branco & Point Romania. At noon, Pulo Aor W. S. W., Pulo Domar N. E.
7	〃	Light breezes, with squalls and rain. At noon, the extremes of the Anambas from S. by E. to S. E. ½ E., dist. 8 or 9 leagues.

NOTE. *It is a very unusual circumstance at this season of the year not to have the S. W. Monsoon. In this instance the winds were light and variable, with frequent calms of many hours' duration, between the Anambas and Macao, causing the Winchelsea to be 20 days from Point Romania to the anchorage off Macao Town, a distance frequently run in 7 or 8 days.*

25 〃 Anchored in Macao Roads, and received a Pilot on board. Macao Town W. S. W., and Lintin Peak N. by E.

NOTE. *Captain Moffatt was considerably delayed during his passage through the Straits, being no less than* 20 *Sea Logs to Pedro Branco, a distance of only* 372 *miles. The advantages of steam-power, as an auxiliary aid, have in no part of the Globe a more ample field for successful application than in the various Straits of the Eastern Archipelago.*

H. C. Ship DUNIRA, 1325 Tons, Captain Montgomerie Hamilton, through Malacca and Singapore Straits towards China.

Date.		Lat. by Obs.	Long. by Chr.
1822.		° ′	° ′
July	8	18 56 N.	72 54 E.
	9	No Obs.	No Obs.
	10	13 28	74 00
	11	12 13	74 30
	12	9 29	75 49
	13	6 14	77 45
	14	5 10	80 46
	15	5 38	83 33
	16	5 38	87 37
	17	5 50	91 18
	18		
	19		
	20		
	21		
	22		
	23		
	24		
	25		
	26		
	27		
	28		
	29		
	30		
	31		
August	1		
	2		
	3		

REMARKS, BEARINGS, &c.		
8 July.	Left Bombay Harbour, with a steady S. W. Monsoon, for Malacca Straits and China.	
18 "	At noon, Pulo Rondo S. 64° E.; Pulo Way S. 57° E., and Pulo Brasse S. 30° E.	
19 "	Passed the Islands off Acheen Head: at noon saw Table Mount South.	
21 "	At noon, Pulo Pera S. 85° W.; the Ladda Islands N. 42° E., and Landcava N. N. E. ½ E.	
22 "	Light breezes and very fair weather.	Anchored off Penang Town: Fort Cornwallis Flagstaff N. W. ½ mile.
2 August.	Light variable airs & calms thro'out.	Left Pulo Penang. At noon, the Boonting Islands E. by S. to N. E. by E.
3 "	Very faint airs throughout, and fine.	Passed Saddle Island. At noon, Pulo Dinding S. E. by E.
4 "	Variable breezes, squally, and rain.	At noon, Little Dinding S. 65° E. North Sambilang S. 45° E. Pulo Jarra S. by W.
5 "	Light variable airs, and fine weather.	Passed Pulo Dinding and the Sambilangs. At noon, Pulo Jarra W. by N. ½ N.
6 "	Moderate breeze thro'out from S. E.	At daylight, Pulo Jarra N. W. by W. Extremes of the land from N. N. E. to E. by S.
7 "	Variable easterly winds, very hazy.	At 10h. A. M. the Long Arroa in sight from the mizen-rigging, South.
8 "		At noon, the Round Arroa S. W. by W., and Parcelar Hill S. 81° E.
9 "	S. Easterly winds, and fine weather.	" Parcelar Point E. by S., Parcelar Hill N. 63° E., & Callum Point N. W. by N.
10 "	Light airs and calms, with squalls.	Cleared the 2½ fathoms bank. At noon, Cape Rachado in sight S. E.
11 "	Squally, with light airs and calms.	Passed Cape Rachado. At noon, Malacca just in sight, E. by S.
12 "	Light and variable airs, with calms.	At noon, Mount Formosa East, and the Outer Water Island N. N. W. ½ W.
13 "		" Mount Formosa N. 80° E. Mount Mora N. 20° E., off shore 6 leagues.
14 "	Calms, with very faint easterly airs.	" Mount Formosa N. 4° W. Pulo Pisang S. 67° E. Little Carimon S. 41° E.
15 "	Very light breezes, calms at times.	" Barn Island E. by S. Pulo Pisang N. W. Great Carimon S. W. by W.
16 "	Calms, with very light airs, and fine.	" Barn Island E. ½ S. The Great and Little Carimons in one S. W.
17 "	Light airs, hard squally weather.	" Passed Barn Island and St. John's, and anchored off Singapore Town.
18 "	At anchor off Singapore Town.	The Flagstaff N. W. by W. Government House N. W. ½ N., off shore 2 miles.
19 "		
20 "	Light S. E. breezes and very cloudy.	At noon, Left Singapore Roads for China.
21 "		" Barbucet Hill N. by E. Johore Hill N. by W. Bintang Hill S. E.
22 "	Increasing S. E. wind, and squally.	Passed Point Romania and Pedro Branco. At noon, the Anambas seen.
	Note. *Capt. Hamilton, it appears, was* 21 *Sea Logs from Pulo Pera to Pedro Branco, the whole distance being only* 372 *miles.*	
5 Sept.	Anchored in Macao Roads, and received a Pilot on board; after which proceeded to Lintin.	
	Note. *The Dunira, while proceeding up the China Sea, experienced a series of baffling winds from each quarter of the compass, instead of having a steady S. W. Monsoon, which is usually the case at this season: her passage from Pedro Branco to Macao occupied* 15 *Sea Logs.*	

H. C. SHIP CASTLE HUNTLY, 1400 TONS, Captain HENRY DRUMMOND, through MALACCA and SINGAPORE STRAITS towards CHINA.

Date.		Lat. by Obs.		Long. by Chr.	
1824.		°	′	°	′
July	26	18	56 N.	72	54 E.
	27	16	29	73	11
	28	13	50	73	21
	29	11	8	74	55
	30	10	3	75	28
	31	8	35	76	9
August	1	6	41	77	11
	2	5	39	78	40
	3	5	29	81	28
	4	6	2	85	19
	5	6	21	89	12
	6	6	11	92	35
	7	6	19	95	22
	8	6	5	97	15
	9	No Obs.		No Obs.	
	10	6	22	98	28
	11	6	25	98	30
	12	6	9	99	0
	13	5	28	100	6
	14	5	2	100	14
	15	4	42	100	16
	16	4	27	100	30
	17	3	49	100	44
	18	3	37	100	31
	19	3	5	100	42
	20	2	46	100	55
	21	2	43	101	21
	22	1	51	102	36
	23	1	12	No Obs.	
	27	2	50	105	10

		REMARKS, BEARINGS, &c.	
26	July.	Left Bombay Harbour, with a steady S. W. Monsoon, for Malacca Straits and China.	
7	August.	At daylight, Pulo Rondo, E. by S.; Pulo Way S. E. by E.; Pulo Brasse S. S. E., and Golden Mountain, S. E. ½ E.	
8	〃	Moderate breezes & fine throughout.	At 8h. A. M., extremes of the land, from S. W. ½ S. to S. by E.
9	〃	Light and variable airs with calms.	At 8h. A. M., extremes of the land, from South to S. W. by W.
10	〃	Faint airs, with many light squalls.	At daylight, Pulo Bouton in sight from the deck, E. N. E.
11	〃	Light airs and calms, fine weather.	At noon, Pulo Bouton E. by N.; too hazy to see the low land.
12	〃	Light variable airs, with frequent squalls and rain.	〃 the Peak of Pulo Bouton seen N. 40° E.
13	〃		〃 the extremes of Pulo Penang from E. N. E. to S. E. by E.
14	〃		〃 Pulo Penang North, and Saddle Island N. by W. ½ W.
15	〃	Southerly airs, with light squalls.	〃 Pulo Penang North, and Pulo Dinding S. E. ½ E.
16	〃	V'ble from S. E., with hazy weather.	At 8h. A. M. Pulo Jarra S.W. ½ W.; False Dinding E. ½ S., and Little Dinding S. E. by S.
17	〃	Light v'ble airs, calms occasionally.	Pulo Jarra S. W.; Little Dinding S. E., and Outer Sambilang S. by E. ½ E.
18	〃	Very faint airs, with calms and rain.	Outer Sambilang E. by N. Pulo Jarra W. ½ N.; distance from Sambilangs 5 miles.
19	〃	Ditto, Ditto fair.	At 8h. A. M., the Long Arroa just in sight, S. by E.
20	〃	Light airs, with calms and squalls.	〃 the Round Arroa S. W. by W., and Parcelar Hill E. ½ S.
21	〃	Ditto, with very fine weather.	At anchor for most part of this log: at noon, Parcelar Hill N. N. E.
22	〃	Light variable airs and calms, fine.	At noon, Mount Formosa E. ¼ S., and Outer Water Island N. W. ½ W.
23	〃	Very moderate breezes throughout.	Passed Tree Island; also the Rabbit and Coney: anchored off Singapore.
26	〃	Light variable airs, fine throughout.	Left Singapore with light airs under all sail.
27	〃	Steady breezes, with hazy weather.	At 6 P. M. Bintang Hill S. by W.; Pedro Branco S. W. by W. Saw Pulo Aor.
28	〃	Fresh breeze, with clear weather.	Entered the S. W. Monsoon, in lat. 3° 36′ N., and long. 106° 24′ E.

NOTE. *Captain Drummond was no less than* 20 *Sea Logs in proceeding through Malacca and Singapore Straits, the whole distance being only* 372 *miles.*

31	〃	Steady S. W. Monsoon and hazy. Passed Pulo Sapata N. W. by N., distant 6 leagues.	
7	Sept.	Arrived and anchored in Lintin Roads in 11 fathoms, and obtained a Pilot.	

NOTE. *The Castle Huntly was* 11 *Sea Logs between Pedro Branco and Lintin Roads, having a pleasant S. W. Monsoon, with smooth water the whole way.*

H. C. SHIP BUCKINGHAMSHIRE, 1369 Tons, Captain RICHARD GLASSPOOLE, through MALACCA and SINGAPORE STRAITS towards CHINA.

Date.		Lat. by Obs.		Long. by Chr.	
1829.		°	′	°	′
July	3	18	56 N.	72	54 E.
	16	6	10	93	7
	17	6	4	95	7
	18	5	55	97	5
	19	5	41	98	14
	20	5	21	98	3
	21	No Obs.		No Obs.	
	22				
	23	2	52		
	24	2	46		
	25				
	26				
	27				
	28				
	29				
	30				
	31				
August	1				
	2	3	11	104	24
	3	5	17	105	42
	4	No Obs.		No Obs.	

		REMARKS, BEARINGS, &c.	
3	July.	Left Bombay Harbour with fresh S. W. Monsoon for Malacca Straits and China.	
12	〃	At 5h. 15m. P. M. saw the Island of Ceylon from the deck, N. W. to N. E. by E.	
16	〃	Light v'ble airs and squally weather.	The entrance of Malacca Straits just discernible from E. N. E. to East.
17	〃	First light airs, latterly fresh breeze.	At noon, Pulo Rondo East, Pulo Way S. E. ¾ E., and Pulo Brasse S. ¾ E.
18	〃	Pleasant weather and moderate wind.	Passed King's Point S. 30° W., and Golden Mountain S. 5° E.
19	〃	Light breezes, v'ble with heavy rain.	At 6h. P. M. saw Elephant Hill S. by W., and high land near Diamond Point S. E.
20	〃	Light and variable airs with calms.	At noon, no land in sight, on account of the weather being thick and squally.
21	〃	Moderate breeze and squally weather.	〃 Pulo Varella just discernible from the poop, S. W. by S.
22	〃	Mod. breezes N. E., latter light airs.	Passed Pulo Jarra and Pulo Varella; noon, Long Arroa S. 70° W., Round Arroa S. 38° W.
23	〃	Nearly dead calm the whole of these two days.	While at anchor, the Round Arroa S. 60° W.; Parcelar Hill S. 87° E.
24	〃		Weighed, with a faint air, 3 hours after; anchored with bearings as above.
25	〃	Mostly calm, latterly light breeze, S.W.	At noon, Parcelar Hill N. 33° E., Pulo Callum N. 10 E., and Pulo Loomat N. 33° W.
26	〃	First & middle calm, latter light breeze.	Parcelar Hill N. 35° W., Cape Rachado S. 66° E., and Tanjong Clin E. by S.
27	〃	Westerly breezes, with fine weather.	Anchored in Malacca Roads; the Flagstaff N. E. by E.
28	〃	Moder. breezes with frequent squalls.	Left Malacca for China; Malacca Church E. N. E.
29	〃	Ditto from S. E., with fine weather.	At noon, the Outer Water Island N. ½ E., and Malacca Church East.
30	〃	Light and variable airs, with calms.	〃 Mount Formosa N. 50° E., and Mount Moar N. 24° W.
31	〃	Mod. breezes S.E., with fine weather.	〃 Mount Formosa N. 32° E., Mount Moar N. 10° W., and Pulo Pisang N. 70° E.
1	August	Ditto, which latterly shifted to S. W.	〃 Rounded the Rabbit and Coney.
2	〃	Variable breezes, with fine weather.	Passed Pedro Branco, bearing South.
3	〃	Pleasant breezes with clear weather.	Saw Pulo Aor from the deck W. by S., and Pulo Domar N. E.
4	〃	Moderate Monsoon and fine weather.	Entered the S. W. Monsoon, in lat. 5° 17′ N., and long. 105° 42′ E.
8	〃	Variable airs, with heavy showers.	Lost the S. W. Monsoon, in lat. 16° 12′ N., and long. 113° 15′ E.

NOTE. *Captain Glasspoole did not succeed in clearing the Straits of Malacca and Singapore in less than* 18 *Sea Logs, the whole distance being only* 372 *miles.*

11	〃	Anchored in Macao Roads, and obtained a Pilot.	Macao Town N. 65° W., distant 3 or 4 miles.

NOTE. *The Buckinghamshire was only* 9 *Sea Logs between Pedro Branco and Macao Roads, having a moderate S. W. Monsoon nearly the whole distance.*

H. C. Ship CASTLE HUNTLY. 1400 Tons, Captain Henry Drummond, through Malacca and Singapore Straits towards China.

Date.		Lat. by Obs.		Long. by Chr.	
1830.		°	′	°	′
August	15	12	56 N.	81	5 E.
	16	11	30	84	0
	17	10	25	86	35
	18	9	23	89	24
	19	8	17	92	18
	20	7	18	95	35
	21	6	21	98	35
	22	No Obs.		No Obs.	
	23	At anchor.			
	24				
	25				
	26				
	27				
	28	5	6	No Obs.	
	29	4	49	100	14
	30	4	5	100	24
	31	3	26	100	36
Septem.	1	2	57	100	52
	2	2	45	101	24
	3	2	27	101	40
	4	No Obs. till 21st.		No Obs.	
	21	1	15	103	59
	22	1	28	104	12
	23	1	40	104	44

REMARKS, BEARINGS, &c.

15 August. Left Madras Roads for Malacca and Singapore Straits and China.
20 〃 At 4h. P. M. the Body of Terressa N. E. ½ N., and Katchall Island E. by N. ½ N.
22 〃 Passed Pulo Bouton N. E. by E., and anchored in Penang Harbour off Fort Cornwallis, the Flagstaff N. W. by W. ¾ mile.
27 〃 Very light airs, with frequent calms. Left Penang Harbour for Malacca and Singapore.
28 〃 Light variable airs throughout, fine. At noon, Pulo Penang N. E. by E., Saddle Island E. by N., and Elephant Hill N. E.
29 〃 Ditto Ditto. 〃 Pulo Penang N. 15° W., and Pulo Dinding S. 52° E.
30 〃 Very faint airs, with frequent calms. 〃 Pulo Jarra W. by S. ½ S., White Rock E. by S., & South Sambilang E. S. E.
31 〃 Light variable airs for the most part. Passed Pulo Jarra W. by N., and Great Sambilang N. E.
1 Sept. Ditto, with calms for several hours. At noon, Round Arroa S. W. ½ W., Long Arroa W. by S., and Parcelar Hill E. by S.
2 〃 V'ble airs, with frequent hard squalls. 〃 Parcelar Hill N. 53° E., and Parcelar Point E. by S. ½ S.
3 〃 Very light airs, with calms at intervals. 〃 Parcelar Hill N. W. ½ N., and Cape Rachado S. 85° E.
4 〃 Light easterly airs throughout, fine. 〃 Cape Rachado N. 49° W., Fisher's Island S. 86° E., & Water Islands S. 64° E.
5 〃 Pleasant breeze, with fine weather. Anchored in Malacca Roads, Church N. E., and Red Island E. ½ N.
9 〃 Light variable airs, with heavy rain. At noon, Little Carimon Peak S. 17° E., Pulo Cocob N. 74° E., & Pulo Pisang N. 33° W.
10 〃 Ditto, being calm for many hours. 〃 Little Carimon Peak W., Red Island S. E., and Tree Island S. by E.
11 〃 Light airs, with very fine weather. Anchored off Singapore Town, the Flagstaff N. W. by W.
20 〃 Faint airs, with occasional squalls. Left Singapore Roads for China.
21 〃 Light and variable airs with calms. At noon, Red Cliffs N. ½ E., Johore Hill N. E., and Battam Point S. E.
22 〃 〃 Point Romania North, and Barbucet Hill N. 21° W.
23 〃 Ditto, with frequent hard squalls. 〃 Bintang Hill S. 28° E., Pedro Branco N. 18° E., and Battam Point S. 70° W.
24 〃 Steady breeze from S. W., fine weather. Passed Pulo Aor and Pulo Timoan; Great Anambas S. E.
25 〃 Entered the S. W. Monsoon, in lat. 5° 2′ N., and long. 106° 9′ E.

Note. *Captain Drummond, in proceeding through Malacca and Singapore Straits, was considerably detained in his passage by calms and light airs, being* 18 *days performing the trifling distance of* 372 *miles.*

4 October. Anchored in Macao Roads, and received a Pilot on board; after which weighed, and proceeded to Lintin Roads.

Note. *The Castle Huntly was* 12 *Sea Logs between Point Romania and the Coast of China, with baffling winds for several days, after which the S. W. Monsoon set in, and continued steady.*

H. C. SHIP FARQUHARSON, 1406 TONS, Captain JOHN CRUICKSHANK, through MALACCA and SINGAPORE STRAITS towards CHINA.

Date.		Lat. by Obs.	Long. by Chr.	REMARKS, BEARINGS, &c.		
1833.		° ′	° ′			
July	31	18 56 N.	72 54 E.	31 July.	Left Bombay Harbour, with fresh S. W. Monsoon, for Malacca Straits and China.	
August	11	No Obs.	No Obs.	11 August.	V'ble breezes and unsettled weather.	Saw Pulo Rondo S. W. by W., Pulo Way S. W. by S., and Golden Mountain S. by E.
	12			12 〃	Very variable airs, calms, and rain.	Passed the Islands off Acheen Head; Golden Mountain S. by W., and Pulo Valetta S.W.
	13	6 2 N.		13 〃	V'ble breezes with occasional calms.	Passed Pulo Varella; at noon, Pulo Pera S. 24° E., and Pulo Bouton N. E.
	14	5 39		14 〃	Ditto, with frequent squalls and rain.	At noon, Pulo Pera N. 87° W., Pulo Penang S. 76° E., and Pulo Bouton N. 40° E.
	15	5 32		15 〃	Faint airs, slight contrary currents.	Passed Pulo Pera; at noon, Pulo Penang S. 86° E., and Pulo Bouton N. 11° E.
	16	No Obs.		16 〃	Variable airs and calms, with rain.	Pulo Penang N. 29° E., Pulo Dinding S. 72° E., and False Dinding E. 19° N.
	17			17 〃	Light breezes, with squally weather.	At noon, Pulo Jarra N. 56° W. Rocks off the Nine Islands, N. 32° E.
	18	3 34		18 〃	Light variable airs and heavy rain.	〃 No land in sight, on account of the weather being thick and hazy.
	19	3 28		19 〃	Faint airs, with occasional calms.	〃 The Round Arroa S. by W. ½ W., and Parcelar Hill S. E. by E. ½ E.
	20	2 58		20 〃	Light airs, calms, and fine weather.	〃 The Round Arroa just in sight S. 38° W., and Long Arroa S. 65° W.
	21			21 〃	Ditto, ditto, ditto.	〃 Parcelar Hill N. 62° E., Parcelar Point N. 13° E., & Pulo Callum just seen.
	22			22 〃	Variable airs, calms, and heavy rain.	〃 Cape Rachado N. 17° W.; the same bearing has continued since 7h. P. M.
	23			23 〃	Light and v'ble, with frequent squalls.	〃 Mount Formosa N. 82° E., Mount Moar, N. 6° E., and low land E. S. E.
	24			24 〃	Light breezes, with very fine weather.	〃 Mount Formosa N. 52° E., Mount Moar N. 26° W., and low land E. by S.
	25			25 〃	Light S.E'rly. breezes, clear weather.	〃 Pulo Pisang S. 82 E., Great Carimon S. 31° E., and Little Carimon S. 60° E.
	26			26 〃	Variable airs, very sultry weather.	〃 Pulo Pisang N. 38° E., Great Carimon S. 50° E., and Brothers S. E. by S.
	27			27 〃	Light and v'ble, with hard squalls.	〃 Pulo Pisang N. 33° W., Little Carimon N. 7° E., and Barn Island East.
	28			28 〃	Light airs and calms, fine weather.	〃 Tree Island S. 16° E., Rabbit and Coney S. 78° E., and Barn Island S. 81° E.
	29			29 〃	Faint variable breezes, fine weather.	Anchored in Singapore Roads, the Flagstaff N. E. by E.
	30			30 〃	Nearly calm thro'out the whole day.	Left Singapore, with light winds from the Southward.
	31	1 38		31 〃	Variable breezes, with fine weather.	Pedro Branco, S. 64° E., Bintang Hill S. 11° W., and Barbucet Hill S. 62° W.
Septem.	1	3 57	105 34	1 Sept.	Southerly winds with squally weather.	Passed Pulo Aor, just seen from the deck N. W. by W.
	2	5 36	106 42			
	3	7 16	107 50			
	4	8 49	109 41			
	5	10 20	110 26			

NOTE. *Captain Cruickshank, it appears, in consequence of a continued succession of calms and light airs, was no less than 19 Sea Logs in Malacca and Singapore Straits, a distance of only 372 miles.*

5 〃 Passed Pulo Sapata, seen from the mizen-rigging N. W. ½ W.
18 〃 Saw the Peak of Lintin N. 27° W., the Asses' Ears, N. 32° W., and the Grand Lemma N. 17° W.
21 〃 Arrived in Macao Roads. On receiving a Pilot, proceeded to Lintin Roads.

NOTE. *The Farquharson was 22 Sea Logs between Pedro Branco and the Coast of China, with calms of many hours' duration between light variable breezes.*

H. C. SHIP LADY MELVILLE, 1350 Tons, Captain THOMAS SHEPHERD, through MALACCA and SINGAPORE STRAITS towards CHINA.

Date.		Lat. by Obs.	Long. by Chr.
1833.		° ′	° ′
July	31	18 56 N.	72 54 E.
August	1	No Obs.	No Obs.
	2	12 55	74 39
	3	10 16	75 37
	4	8 42	76 17
	5	6 39	78 6
	6	5 20	80 33
	7	5 19	83 23
	8	5 35	87 9
	9	5 57	90 38
	10	6 3	93 38
	11	6 23	96 0
	12	6 12	97 22
	13	5 55	
	14	5 24	
	15	5 16	
	16	4 40	
	17	3 31	
	18	3 11	
	19	2 56	

REMARKS, BEARINGS, &c.			
31	July.	Left Bombay Harbour, with a fresh S. W. Monsoon, for Malacca Straits and China.	
11	August.	Pleasant breeze, with squalls & rain.	Passed Pulo Rondo S. W. by S., Pulo Way S. ½ W., and Golden Mountain S. S. E.
12	〃	Light variable airs, with heavy rain.	At sunset, Golden Mountain was seen S. S. W.
13	〃	Middle and latter, light airs and calms.	Passed Pulo Bouton N. E. ½ N. At noon, Pulo Pera S. S. E. ½ E.
14	〃	Light variable airs and very squally.	At 6h. A. M. Pulo Pera W. ½ N., Ladda Islands N. by E. ½ E., & Pulo Penang E. ½ S.
15	〃	Ditto Ditto.	At daylight, Pulo Penang from the deck, E. by N. ½ N.
16	〃	Ditto Ditto.	At noon, Pulo Penang N. by E.
17	〃	Light breezes, with occasional calms.	At 6h. 30m. A. M. Pulo Jarra N. W., and the Great Sambilang N. by E.
18	〃	Light v'ble airs thro'out—squalls & rain.	At noon, the Round Arroa just in sight from the mast-head S. W. by S.
19	〃	Faint airs thro'out—contrary currents.	〃 the Round Arroa S. W. ½ W., and Parcelar Hill E. ½ S.
20	〃	Very light airs, with occasional calms.	〃 Parcelar Hill E. N. E., and Pulo Callum N. by E. ½ E.
21	〃	Ditto Ditto.	〃 Cape Rachado E. by S., and extremes of the low land N. W. by W.
22	〃	Light v'ble breezes & frequent calms.	〃 Mount Moar E. ¾ N., and Mount Formosa E. by S. ½ S.
23	〃	Ditto, with much heavy rain at times.	〃 Little Carimon S. E., Great Carimon S. E. by E., & Pulo Pisang N. E. by E.
24	〃	Variable winds, with squalls & rain.	Passed Pulo Pisang and the Carimons. At noon, the Coney E. N. E., 1½ mile.
25	〃	Light S. W. winds, unsettled weather.	Anchored off Siogapore Town; the Flagstaff N. W. by W., & St. John's S. by W. ½ W.
26	〃	Light variable airs, frequent calms.	At anchor in Singapore Roads.
27	〃		
28	〃	Faint airs and calms, fine weather.	At noon, St. John's Island W. by S., Johore Hill N. E.
29	〃	Mostly light v'ble breezes, latter fresh.	Passed Johore Hill. At 6h. P. M. Pedro Branco E. N. E., Barbucet Hill N. W.
30	〃	Fresh southerly breeze—constant rain.	Passed Pulo Aor just discernible from the poop E. by N.

NOTE. *Captain Shepherd, it appears, was* 19 *Sea Logs in proceeding through the Straits of Malacca and Singapore, a distance of only* 372 *miles.*

23 Sept. Arrived off Macao, and obtained a Pilot; after which proceeded to Lintin Roads, and anchored.

NOTE. *The Lady Melville experienced a most tedious passage from Point Romania to China, being delayed* 25 *days by a continued succession of alternate calms and light variable airs (smooth water the whole way.)*

H. C. Ship HEREFORDSHIRE, 1354 Tons, Captain Edward Foord, through Malacca and Singapore Straits towards China.

Date.		Lat. by Obs.		Long. by Chr.	
1833.		°	′	°	′
July	31	18	56 N.	72	54 E.
August	11	6	17	96	15
	12	6	9	97	30
	13	6	2	99	5
	14	5	37	99	38
	15	5	23	99	48
	16	4	35	100	10
	17	3	30	100	39
	18	3	17		
	19	3	3		
	20	No Obs.			
	21				
	22	2	19		
	23				
	24				
	25				
	26				
	27				
	28				
	29				
	30				
	31				
Septem.	1	3	58	105	30

REMARKS, BEARINGS, &c.			
31	July.	Left Bombay Harbour, with S. W. Monsoon, for Malacca and Singapore Straits and China.	
11	August.	Moderate breezes, with squally weather.	Saw Pulo Way from the deck S. W., and Golden Mountain S. by E.
12	″	Variable airs, with occasional calms.	Passed Pulo Rondo, Pulo Way, and Pulo Brasse.
13	″	First part fresh breeze, latter light airs.	Pulo Pera S. E. ½ E., and Pulo Bouton N. E. by E.
14		Light variable airs and very squally.	Pulo Pera N. 81° W., and Pulo Penang S. 82° E.
15	″	Ditto, with frequent calms and rain.	Pulo Penang E. by N., ground 40 fms., green sand and black specks.
16	″	Light breezes, with occasional squalls.	Pulo Penang N. 5° E., Pulo Dinding S. 56° E., False Dinding S. 72° E.
17	″	V'ble breezes, with heavy rain at times.	Passed Pulo Penang. Pulo Jarra from the mizen-rigging N. W.
18	″	Very light and v'ble airs throughout.	At 7h. A. M. The Arroas from the mast-head, S. by W. ½ W.
19	″	V'ble breezes, and squally at intervals.	At noon, The Round Arroa S. 30° W., and Parcelar Hill E. S. E.
20	″	Light airs thro'out, with sultry weather.	″ The Round Arroa W. by S. ½ S. and Parcelar Hill E. ¼ S.
21	″	Light airs and calms, with hot weather.	″ Parcelar Hill N. 14° E., and Pulo Callum N. 18° W.
22	″	Ditto ditto, ditto.	″ Cape Rachado N. 28° E., *with nearly the same bearing for* 18 *hours.*
23	″	Ditto ditto, with heavy rain.	″ Mount Formosa N. 84° E., and Mount Moar N. 5° E.
24	″	Light variable airs, with fine weather.	″ Mount Formosa N. 50° E., and Mount Moar N. 28° W.
25	″	Light airs, with occasional calm and rain.	″ Pulo Pisang E. by N. ½ N., and Great Carimon S. E. by S.
26	″	V'ble breezes, with very sultry weather.	″ Pulo Pisang North, the North Brother S. 46° E., Point Cocob N. 85° E.
27	″	Light and v'ble, with heavy rain at times.	″ Little Carimon S. 54° E., Point Cocob N. ½ W., and Barn Island S. 83° E.
28	″	First part faint airs, latter pleasant breeze.	″ The Rabbit and Coney S. 81° E., and Tree Island S. 8° W.
29	″	Light airs, with calms occasionally.	″ Anchored off Singapore Town ; Flagstaff N. 52° E.
30	″	Variable airs, latter part a dead calm.	″ Left Singapore for China, with light southerly wind.
31	″	First part calm, latter pleasant breeze.	″ Point Romania N. 21° E., Johore Hill N. 75° W., Pedro Branco N. 74° E.
1	Sept.	Steady breeze first part, latter squally.	At 6h. P. M. Pulo Aor was seen from the poop N. W. by N.
13	″	Light variable airs, with sultry weather.	At noon crossed Macclesfield Bank in 17 fathoms, the Rocks clearly seen.
		Note. *Captain Foord, from the continued delay caused by light airs and calms, was* 21 *Sea Logs between Pulo Pera and Pedro Branco, a distance of only* 372 *miles.*	
24	″	Arrived in Macao Roads, and obtained a Pilot ; after which, proceeded to Lintin Roads, and anchored.	
		Note. *The Herefordshire had no S. W. Monsoon during her passage up the China Sea ; on which account she was much delayed between Pedro Branco and the Grand Ladrone, being* 24 *Sea Logs on her passage from the Straits to China, with smooth water the whole way.*	

H. C. SHIP WARREN HASTINGS, 1068 TONS, CAPTAIN THOMAS SANDYS, THROUGH MALACCA AND SINGAPORE STRAITS TOWARDS CHINA.

Date.		Lat. by Obs.		Long. by Chr.	
1833.		°	′	°	′
August	14	20	33 N.	89	4 E.
	15	19	19	91	18
	16	18	9	91	25
	17	16	13	92	57
	18	14	38	94	15
	19	13	59	94	56
	20	12	4	95	43
	21	10	32	96	7
	22	8	55	96	40
	23	6	51	97	20
	24	5	54	98	9
	25	5	41	98	59
	26	4	56	99	32
	27	4	26	100	26
	28	4	18	100	29
	29	3	47	100	25
	30	3	12	100	42
	31	3	00		
Septem.	1	2	49		
	2				
	3				
	4				
	5				
	6				
	7				
	8				
	18	2	48	104	55
	19	3	11	105	16
	20	4	16	105	29

		REMARKS, BEARINGS, &c.	
14	August.	Left the Sand Heads, with a steady S. W. Monsoon, for Malacca Straits and China.	
18	″	The extremes of the Island of Preparis from W. ½ N. to W. S. W. The Cow and Calf, W. by N. ½ N.	
19	″	At daylight, passed the Island of Narcondam W. by N., distant 5 or 6 leagues.	
25	″	At daylight, saw the Island of Pulo Pera from the poop, E. by S. ½ S.	
26	″	Passed the Island of Puro Pera N. N. W. ½ W. At daylight, saw Pulo Penang E. N. E., distant 8 leagues.	
27	″	Light variable airs with frequent calms.	At daylight, Pulo Dinding E. by N. ½ N.
28	″	Ditto with squalls and rain.	At noon, Pulo Jarra S. W. by S., Pulo Dinding E. by S., and Great Sambilang S. E.
29	″	Fresh breezes, S.E'ly, with fine weather.	″ Pulo Jarra N. W. by W. ½ W., and Great Sambilang N. E. ½ E.
30	″	Ditto first part—latter part light airs.	Passed Pulo Jarra and the Great Sambilang W. by N.
31	″	Variable airs, slight contrary current.	At 9 A. M. anchored, Round Arroa S.W. ¾ S., Long Arroa W. S.W., East Rock S.W.
1	Sept.	Light breeze & squally, with heavy rain.	While at anchor, Parcelar Hill E. by N. ½ N.; too hazy to see the Round Arroa.
2	″	Ditto with occasional hard squalls.	At noon, anchored, Parcelar Hill N. ½ W., tbe low land E. by N. to E. S. E.
3	″	Light S. E'ly winds, with heavy rain.	″ Cape Rachado N. E. by N., and Tanjong Clin E. by N. ½ N.
4	″	Faint variable airs, latter part rain.	″ Passed Malacca, Water Island E. by S., and Fisher's Island N. by W.
5	″	Light breezes, mostly S.E., fine weather.	″ Mount Formosa N. E. ¾ E., and Mount Moar N. by W. ½ W.
6	″	Light airs, with calms and fine weather.	″ Mount Formosa N. N. W. ¾ W., and Pulo Pisang S. E. by E. ½ E.
7	″	Faint breezes from S. E., fine weather.	″ Pulo Pisang N. E. by E. ½ E., and the Great Carimon S. E.
8	″	Variable breezes S. E'ly, clear weather.	″ Pulo Pisang N. N. E., and the Little Carimon S. E.
9	″	Very faint airs, with frequent calms.	″ Pulo Pisang N. by W., and the Little Carimon S. E. ½ S.
10	″	Moderate breezes S. E., fine weather.	″ Pulo Pisang N. N. W., Little Carimon S. by E., and Tanjong Bolus E. ½ S.
11	″	Light variable airs, and fine weather.	″ Tree Island South, and the Coney E. by N.
12	″	Very light airs thro'out, fine weather.	″ St. John's Island N. E., and Middle Island West, in 30 fathoms.
13	″	Ditto ditto, ditto.	Anchored off Singapore, the Flagstaff N. W. by N., and St. John's Island S. S. W.
14	″	Very faint airs, calms, and hot weather.	At anchor off Singapore Town.
15	″		
16	″	Light airs & calms, with squalls & rain.	Left Singapore Roads. Barbucet Hill N. E. ½ E., and Red Cliffs N. by W.
17	″	Light N'ly breezes, with occasional calms.	Pedro Branco S. S. E. ½ E., Barbucet Hill W. ½ N., and Bintang Hill S. by E.
18	″	Variable E'ly breezes, squally weather.	At noon, was seen from the deck Pulo Aor N. W. ½ W.
19	″	Light variable breezes, with heavy rain.	At daylight, the Middle Anambas East.

NOTE. *Captain Sandys was no less than* 22 *Sea Logs in his passage through the Straits of Malacca and Singapore, a distance of only* 372 *miles.*

7 October. Passed the Asses' Ears and Grand Lemma. Anchored in Macao Roads, and obtained a Pilot.

NOTE. *The Warren Hastings was* 20 *Sea Logs between Point Romania and making the Coast of China.*

H. C. SHIP BUCKINGHAMSHIRE, 1369 Tons, Captain CHARLES SHEA, through MALACCA and SINGAPORE STRAITS towards CHINA.

Date.		Lat. by Obs.		Long. by Chr.	
1833.		°	′	°	′
Septem.	4	20	58 N.	88	19 E.
	14	13	57	93	33
	15	11	29	94	55
	16	9	4	96	33
	17	7	6	97	32
	18	6	17	98	7
	19	5	53	99	32
	20	5	44	99	51
	21	5	24	100	21
	25	No Obs.		No Obs.	
	26	5	28	100	7
	27	4	53	99	54
	28	4	18	99	58
	29	4	12	100	16
	30	3	51	100	14
October	1	3	22	100	32
	2	3	7	100	45
	3	2	42	101	21
	4	2	13	102	8
	5	1	19	103	17
	6	1	14	103	28
	7	1	7	103	44
	8	1	14	103	52
	11	1	13	103	53
	12	1	20	104	24
	13	2	19	104	46

		REMARKS, BEARINGS, &c.	
4	Sept.	Left the Sand Heads for China, through Malacca and Singapore Straits.	
14	"	Passed the Cocos S. S. E. and Table Island S. E. by E., distant about 6 leagues.	
15	"	At 4h. P. M. the Island of Narcondam due East, distant 8 leagues.	
19	"	At noon, the high land of Queda N. E. ½ E., and Pulo Bouton N. N. W. ½ W.	
20	"	" Pulo Penang S. E. ½ S., Mount Elephant E. by S., and the Ladda Island N. W. by N.	
21	"	" Anchored in Pulo Penang Harbour, the Flagstaff at Fort Cornwallis N. W. ½ W., distant ¾ mile.	
24	"	Left Pulo Penang Harbour, *and proceeded with very light airs. Frequent calms of many hours' duration, with faint variable airs and slight contrary currents, occasioned Pulo Penang and Saddle Island to be in sight during the whole of these four days, with very little deviation in their respective bearings.*	
25	"		
26	"		
27	"		
28	"	A light steady breeze for several hours.	Passed Pulo Penang. At noon, Pulo Jarra just in sight S. E.
29	"	Calms with light v'ble airs throughout.	At noon, Pulo Jarra S. 40° W., and Outer Sambilang S. 53° E.
30	"	Ditto ditto.	" Pulo Jarra N. N. W. 10 miles, Outer Sambilang N. E. by E.
1	October.	Ditto ditto.	" Pulo Jarra N. W. ½ W. 20 miles, Sambilang just in sight.
2	"	Ditto ditto.	" The Arroas from the fore-yard in sight, S. S. W.
3	"	Calms, with faint airs occasionally.	" Parcelar Hill N. N. E., and Parcelar Point E. ¼ N.
4	"	Light and very variable breezes.	Passed Cape Rachado; at noon, the Cape N. 58° W., and Malacca Church E. ½ N.
5	"	Ditto ditto.	At noon, Pulo Pisang N. ½ W., and the Peak of Great Carimon S. S. E.
6	"	Nearly calm the whole of this day.	" Pulo Pisang N. by W. ½ W., Great and Little Carimon in one S. E. by S.
7	"	Very light variable airs and calms.	The Coney E. by N., Barn Island N. E., and Tree Island W. ½ N.
8	"	Ditto ditto.	In sight of Singapore Town, Flagstaff W. S. W.
9	"	Faint airs and calms throughout.	At anchor off Singapore Town.
11	"	Nearly calm throughout this Log, with very smooth water.	Left Singapore for China.
12	"	Light and variable airs throughout.	Pedro Branco in one with Saddle Hill, and Barbucet Hill W. by N.
13	"	Ditto and calm; latterly a light breeze.	At noon, Pulo Aor N. W. by W., distant 5 leagues.
		NOTE. *The small Island of Pulo Jarra was in sight four days. In consequence of the long continuance of light airs and calms during the Buckinghamshire's passage through the Straits, Captain Shea was too late to proceed direct up the China Sea, on account of the advanced period of the season: he therefore went the Palawan passage, and was not less than 45 days from Pedro Branco to China; the direct distance is easily accomplished in 8 or 10 days. Detention from calms in the Straits frequently obliges Commanders of Ships late in the season to reach China by the Eastern or Palawan Passage, as in this instance. These circuitous routes occupy periods varying from 30 to 60 days.*	
26	Novem.	Arrived in Macao Roads, and received a Pilot on board; after which, weighed, and proceeded to Lintin.	

H. C. Ship DUNIRA, 1325 Tons, Captain Montgomerie Hamilton, through Gaspar and Sunda Straits towards England.

Date.		Lat. by Obs.		Long. by Chr.	
1819.		°	′	°	′
April	1	19	48 N.	114	10 E.
	2	17	51	114	48
	3	15	21	113	42
	4	13	22	112	30
	5	10	56	111	15
	6	8	37	110	7
	7	7	9	109	24
	8	5	28	108	22
	9	4	20	107	28
	10	3	10	107	22
	11	2	14	106	58
	12	1	34	106	52
	13	0	56	106	40
	14	0	7 S.	106	48
	15	1	15	107	20
	16	2	13	107	9
	17	2	46	107	9
	18	3	41	107	8
	19	4	43	107	16
	20	4	34	107	0
	21	4	35	106	23
	22	5	0	106	18
	23	5	7		
	24	5	6		
	25	5	4		
	26				
	27				
	28				
	29				
	30				
May	1				
	2				

REMARKS, BEARINGS, &c.			
1	April.	Left Macao Roads for Gaspar Straits.	Passed Apomée Point, seen from the deck N. W., and Grand Ladrone E. S. E.
9	″	Light variable airs, and fine weather.	At noon, Grand Natuna E.S.E., Saddle Island N.E.½N., 3 Rocks off Mount Head S.by W.½W.
10	″	Breezes light and v'ble, fine weather.	″ Low Island from the deck S. E. by E. ¼ E., & Haycock Island E. by N. ½ N. 10 m.
11	″	Light variable airs, squalls and rain.	At 4h. P. M., Haycock Island from the mast-head N. E. by E., & Low Island E. by S.
12	″	Very light airs, with frequent calms.	At daylight, Camel's Hump S. by E., Victory & Barren Islands from mast-head W. by N.
13	″	Light variable airs, and fine weather.	At noon, Camel's Hump N. E. by E., St. Julian E. ½ N., and St. Barbe S. E. ¾ E. 8 m.
14	″	Variable breezes, N.Ely, fine weather.	At 6h. P.M. St. Julian N.N.E., St. Esprit E. by N., & at noon St. Barbe just seen N.E. by E.½E.
15	″	Very faint airs, and fine weather.	At 5h. P.M. St. Barbe just discernible from the mast-head N.E. by N., at noon no land seen.
16	″	Light airs, with calms, and squally.	At noon, Gaspar Is. W. by S.½S., high land of Billiton S.E.½E., & Pulo Leat just seen S.S.W.
17	″	Very light airs, with frequent calms.	″ Gaspar Isl. N. by W.½W., Tanjong Brekat N.W.½W., N. Point Pulo Leat W. by S.
18	″	Frequent calms, squalls occasionally.	At 9h 30m. A.M. Saddle Isl. S.W. by W., Barn Isl. W. by N., North Isl. N.N.E, South Isl. E.½N.
19	″	Light variable airs, with fine weather.	The whole of these two days was employed beating to windward between Saddle Island and the entrance of Sunda Strait.
20	″	Light and variable, and very cloudy.	
21	″	Light variable airs, and fine weather.	At noon, the high land on the Sumatra Coast just discernible W. by S.
22	″	V'ble airs, slight contrary currents.	″ the Brothers just seen S. W. ¼ W., & the N. Watcher E. S. E. ½ E., 16 or 17 m.
23	″	Moderate breezes, squally, and rain.	″ the N. Watcher S. E. by E., N^o. Brother W. by S. ½ S., & S^o. Brother W. S. W.
24	″	Variable airs, calms, fine weather.	At 10h. A. M. the North Watcher S. E., distant 10 miles.
25	″	Southerly winds, hard squalls & rain.	At noon, the Brothers S. S. E. ½ E., and the extremes of Sumatra S. W. ½ S. to N. W.
26	″	Steady wind at South, fine weather.	″ St. Nicholas Point S. S. E. ¾ E., North Island S. by W., Rajah Bassa S. W.
27	″	V'ble airs from S.W., frequent calms.	″ St. Nicholas Point S. E. ½ S., North Island S. by E., Rajah Bassa S. by W.
28	″	Light S.ly airs, and contrary currents.	″ Thwart the Way Island W.S.W., the Cap N.N.E. ½ E., & the Button N.E. ½ E.
29	″	V'ble airs & squally, with heavy rain.	At 4h. P. M., anchored in Anjer Roads; the Cap N. by E., and Button N. ½ E.
30	″	Very unsettled and squally, with rain.	At anchor in Anjer Roads, having contrary winds and slight adverse currents.
1	May.	Fresh S.W. winds, fine clear weather.	
2	″	Variable winds, S.Wly and cloudy.	Left Anjer Roads. At noon, the Cap N. N. E., and the Button N. by W.
3	″	Faint airs, with many hours calm.	At noon, the bearing of the Cap and Button the same as yesterday.
4	″	Light variable airs, frequent calms.	″ Crockatoa Peak W. by S. ½ S., Rajah Bassa N. ¾ E., Princes Island S. W. by S.
5	″	First light airs, latter moderate winds.	At 11h. P. M., Crockatoa Peak N. E. by E., and Princes Island S. by E. distant 10 m.
6	″	Moderate winds, with clear weather.	Left the Straits for St. Helena and England, under all sail.

Note. *Captain Hamilton, in consequence of so long a continuance of faint airs, calms, and slight contrary currents, was 28 days on his passage from the South Anambas to Princes Island, the distance being only 578 miles.*

H. C. Ship WILLIAM PITT, 819 Tons, Captain Charles Graham, through Gaspar and Sunda Straits towards England.

Date.		Lat. by Obs.		Long. by Chr.	
1820.		°	′	°	′
March	28	21	48 N.	113	33 E.
	29	19	56	113	54
	30	18	12	114	6
	31	18	3	114	5
April	1	17	56	114	1
	2	16	36	114	34
	3	14	36	113	5
	4	12	44	111	10
	5	10	41	109	42
	6	9	6	108	48
	7	7	34	109	5
	8	6	28	109	56
	9	5	29	110	36
	10	5	10	110	54
	11	5	30	110	32
	12	5	20	110	26
	13	5	25	110	16
	14	5	31	110	7
	15	5	27	109	49
	16	4	52	109	13
	17	4	3	108	43
	18	3	37	108	31
	19	3	5	108	34
	20	3	20	108	28
	21	3	9	108	21
	22	2	21	107	39
	23	1	55	107	14
	24	1	25	107	0
	25	0	32	107	3
	26	0	30 S.	106	56
	27	1	24	107	24
	28	2	18	107	25
	29	2	33	107	17
	30	2	37		
May	1	2	53		
	2	No Obs.			
	3	3	9	107	16

REMARKS, BEARINGS, &c.				
28	March.	Left Macao Roads, with a steady N.E. Monsoon. At daylight, Potoe S. 21° E., Cow-ow S. 68° W.; at noon, Grand Ladrone N.N.E.		
6	April.	Saw Pulo Sapata, just discernible from the poop, S. W. by W., distant 6 or 7 leagues.		
17	〃	Light airs, calms, and sultry weather.	At noon,	Grand Natuna Peak S.W. by W. & extremes of the Low Islands WNW. to WSW.
18	〃	Variable airs, with many hours calm.	〃	Extremes of Grand Natuna W. by N. to N. by E., and Haycock Island S. W.
19	〃	Ditto, ditto.	〃	Extremes of Grand Natuna N. 62° W. to N. 35° W., and Haycock Isl. W.S.W.
20	〃	Very faint airs with calms, and fine.	〃	Extremes of Grand Natuna N. 56° W. to N. 16° W., and South Natuna S. S. E.
21	〃	Nearly calm throughout this log.	〃	Extremes of Grand Natuna N. 16° W. to N. 6° E., and Low Island S. 74° W.
22	〃	Light breeze at East, and fine weather.	At sunset,	Grand Natuna N. 9° E. to N. 8° W., West Island S. 59° E., & Low Island N. 81° W.
24	〃	Faint airs with calms—fine weather.	At noon,	Camel's Hump S. ¾ E., St. Julian S. by W. ½ W., and Saddle Island S.E. by E. ½ E.
25	〃	Light airs, calms, and heavy rain.	〃	St. Esprit N. 45° E., St. Barbe S. 43° E., and St. Julian N. 23° W., dist. 6 miles.
26	〃	Mostly light variable airs and calms.	〃	St. Esprit N. by W., St. Barbe N. N. E. ½ E., and St. Julian N. W. by N.
27	〃	Very faint airs thro' out—fine weather.	〃	Saw the Island of Gaspar from the mast-head S. by W. ½ W., dist. 15 leagues.
28	〃	Light breezes S. Wly.—smooth water.	〃	The Dome on Gaspar Island S. 60° W., Tanjong Brekat S. 64° W., & NW. Isl. S. 50° E.
29		Chiefly calm, with very sultry weather.	〃	Gaspar Island Peak N. by W., Tree Island N. W. by W., & Middle Island S. by W.
30	〃	Throughout this day was dead calm.	〃	Gaspar Island Peak North, Tree Island N. W. ½ W., and Middle Island South.
1	May.	Very faint N. Ely airs with calms.	〃	Gaspar Island Peak N. ¾ E., West Island N. E. ½ N., and Middle Island S. E.
2	〃	Chiefly calm, with very sultry weather.	〃	Gaspar Island Peak N. ½ E., Entrance Point S.W., and Middle Island E. by N.
3	〃	Nearly dead calm these two days.	〃	Gaspar Island Peak N. by W., Rocky Point N. N. E., and Middle Island N. E.
4	〃		〃	Entrance Point N. ¼ W., Wilson's Hummock N. W., and Middle Island N. by E.
5	〃	First part calm, latter thick weather.	〃	No land in sight, in consequence of thick hazy weather with hard rain.
6	〃	Light variable airs—thick weather.	〃	Land just discernible through the haze W. by N. ½ N.
7	〃	Very faint airs, with occasional calms.	〃	The Brothers S. S.W. ½ W., 8 or 9 m. & Knob's Hill S. W. by S. in 10 fms. water.
8	〃	Light variable airs from S. Eastward.	〃	The Brothers E. N. E., Knob's Hill S. W. by W., and the high land on Java S. ½ E.
9	〃	Pleasant breezes and fine weather.	〃	St. Nicholas Point E. N. E., the Peak on Thwart the Way Isl. S.W. by W. ½ W.
10	〃	Very faint airs with many hours calm.	〃	The high Peak on Crockatoa N. ½ E.; the Peak on Princes Island S. W. ½ W.
11	〃	Nearly dead calm the whole day.	〃	The bearing of the land nearly the same as yesterday.
12	〃	Light westerly airs—sultry weather.	〃	Anchored in Mew Bay with the Peak of Crockatoa N. by E., & Mew Isl. W. by S.
15	〃	Variable and squally—heavy rain.	Left Mew Bay;	at noon, the Carpenters W. ½ S., Friar Rock S.W., & Mew Island N. ½ E.
16	〃	Light variable airs—squally weather.	At noon,	the high Peak on Princes Island over the first Point of Java, N. by E.
17	〃	Fresh breezes N. E. & N. W. with rain.	At sunset,	the high Land of Java just seen from the deck, N. by E. ½ E.

Note. *Captain Graham it appears was 6 days in sight of the Grand Natunas, and 7 days in sight of Gaspar Island—delays that at once point out the immense advantages to be derived by the occasional application of steam-power as an auxiliary aid. Had the Pitt not experienced such detention in the Straits, Captain Graham would have been off the Cape of Good Hope before the Winter season commenced, and thereby have avoided the severe weather usually encountered by ships rounding it so late as he did.*

H. C. SHIP CERES, 1400 Tons, Captain WILLIAM DUNSFORD, from ENGLAND towards RIO JANEIRO.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1804.				°	′	°	′					
June	10	10, Spithead.	—	50	37 N.	1	34 W.	—	—	—	—	—
	17	14, Land's End.	8	47	28	9	2	24	106	—	62	460
	24		7	43	22	12	56	18	108	—	42	458
July	1	5, Madeira.	7	37	32	11	4	4	128	36	—	466
	8	7, Island of Palma.	7	24	13	21	19	8	22	138	—	973
	15	11, Off St. Antonio.	7	11	5	25	35	6	56	106	—	814
	22		7	6	27	18	20	7	134	10	17	441
	29	30, Equator.	7	1	18	26	47	—	47	92	29	691
Aug.	5		7	10	54 S.	33	32	6	33	129	—	731
	12	14, Land in sight. 16, Cape Frio.	7	22	34	37	51	4	54	87	23	662
	17	17, Rio Janeiro.	5	22	53	43	12	27	41	34	18	275
Total days 69 = 1656 hours.								104	729	632	191	5971
								729				
						Calms and light airs…		833*	hours.			

* Total period of detention from calms and light airs, 833 hours = 34d. 17h. between England and Rio, during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

10	June.	Left Spithead, St. Catherine's Point N. N. E. ½ E.
11	〃	At noon, Berry Head N. 32° E., & Start Point N. 55° W.
14	〃	Land's End in sight N. by E., distant 8 leagues.
3	July.	Entered the N. E. Trade, in lat. 35° 17′ N., & long. 12° 30′ W.
5	〃	Saw the Island of Madeira S. W., distant 7 leagues.
7	〃	Saw the Island of Palma; extremes S. 45° W. to S. 16° E.
11	〃	Off the Island St. Antonio S. ½ E., distant 10 miles.
15	〃	Lost the N. E. Trade, in lat. 11° 5′ N., & long. 25° 17′ W.
28	〃	Entered the S. E. Trade, in lat. 2° 33′ N., & long. 25° 8′ W.

NOTE. *The Ceres was* 13 *days between the Trades, having calms, light variable airs, and smooth water the whole time.*

30	〃	Crossed the Equator, in long. 28° 16′ W.
9	Aug.	Lost the S. E. Trade, in lat. 19° 28′ S., & long. 35° 55′ W.
14	〃	Saw land from the mast-head, bearing N. 40° W. to S. 50° W.
16	〃	At noon, Cape Frio N. 60° E., Round Island N. 69° W., and Sugar Loaf Peak N. 70° W.
17	〃	Arrived at Rio Janeiro: Santa Cruz Fort N. 22° W., 5 miles.
18	〃	Weighed and ran further in; when at anchor, the Sugar Loaf Peak S. 7° E., Santa Cruz Fort S. 32° E., and the Monastery S. 54° W., 1½ mile off shore.

NOTE. *It is deserving of notice, that the H. C. Ship Ceres quitted the English Channel in the* middle of the Summer season, *and consequently had to contend against light airs and calms so universally prevalent at this period of the year. The same delay would most likely be experienced by ships returning home from Rio Janeiro, and other Ports along that coast. What an immense saving of time may therefore be fairly calculated upon by using steam-power during calms on future voyages!*

H. C. Ship BATAVIA, 660 Tons, Captain John Mayne, from England towards Ceylon.

Date.	Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1810.			° ′	° ′					
June 10	10, Portsmouth.	—	50 47 N.	1 6 W.	—	—	—	—	—
19		8	44 19	11 44	13	99	80	—	750
24		7	35 21	15 23	16	89	—	63	602
26	26, Madeira.	2	32 48	15 40	13	3	—	32	211
July 15	12, Palma Island.	6	23 29	21 36	9	24	69	42	616
22	18, St. Antonio.	7	11 47	25 13	—	40	128	—	808
29		7	5 54	19 42	8	115	—	45	489
Aug. 5	5, Equator.	7	0 28	27 56	—	63	105	—	636
12		7	6 56 S.	33 37	—	40	128	—	690
19		7	14 20	35 8	4	27	137	—	764
26		7	23 25	28 17	—	35	54	79	747
Sept. 2		7	26 34	21 18	—	71	27	70	654
9		7	32 14	13 15	3	64	101	—	723
16		7	36 51	1 16	10	77	—	81	758
23		7	37 13	8 33 E.	8	108	—	52	559
30	27, Cape Good Hope.	7	37 35	26 32	5	15	148	—	964
Oct. 7		7	39 52	40 4	14	48	80	26	727
14		7	39 12	60 23	1	34	133	—	956
21		7	36 0	76 9	7	22	139	—	891
28		7	29 10	84 30	11	78	—	79	715
Nov. 4		7	12 43	80 15	—	5	163	—	1116
11	13, Equator.	7	2 58	79 28	48	41	32	47	618
18	18, Point de Galle.	7	5 23 N.	79 47	11	47	48	62	623
21	21, Colombo Roads.	3	6 3	81 28	13	52	—	7	150
Total days 152 = 3648 hours.					194	1297	1472	685	15767
					1297				
			Calms and light airs...		1491*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.	
10 June.	Left Portsmouth Harbour for Ceylon.
26 „	Anchored in Funchal Roads; Loo Castle N. N. W.
10 July.	Left Madeira, with light baffling winds and very smooth water.
12 „	Saw the Island of Palma E. S. E., distant 8 leagues.
18 „	Passed St. Antonio, E. N. E., distant 6 or 7 leagues.
19 „	Entered the N. E. Trade, in lat. 18° 52′ N., & long. 26° 3′ W.
25 „	Lost the N. E. Trade in lat. 8° 10′ N., & long. 23° 25′ W.
30 „	Entered the S. E. Trade, in lat. 5° 12′ N., & long. 20° 27′ W.
	Note. *The Batavia it appears had not the delay usually experienced between the Trades, having been only 5 days from leaving the N. E. to entering the S. E. Trade.*
5 Aug.	Crossed the Equator, in long. 27° 56′ W.
13 „	Lost the S. E. Trade, in lat. 6° 30′ S., & long. 33° 6′ W.
27 Sept.	Crossed the meridian of the Cape of Good Hope, in lat. 38° 10′ S.
30 Oct.	Entered the S. E. Trade, in lat. 25° 30′ S., & long. 43° 58′ E.
9 Nov.	Lost the S. E. Trade, in lat. 4° 35′ S., & long. 78° 50′ E.
13 „	Crossed the Equator for India, in long. 82° 24′ E.
18 „	Saw Point de Galle N. by E. ½ E., distant 4 leagues.
21 „	Anchored in Colombo Roads, Mount Lavinia S. S. E.; the Flagstaff N. by W. off shore about 2 miles.

* Total period of detention from calms and light airs, 1491 hours = 62d. 3h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP WILLIAM PITT, 819 Tons, Captain CHARLES GRAHAM, from ENGLAND towards ST. HELENA.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1819.				°	′	°	′					
Jan.	30	30, Spithead.	—	50	40 N.	1	34 W.	—	—	—	—	—
Feb.	7		9	45	29	9	35	17	92	82	25	817
	14		7	41	28	15	35	19	90	21	38	335
	21	21, Madeira.	7	31	4	17	27	—	46	94	28	793
	28		7	12	24	23	47	—	2	166	—	1247
March	7		7	2	46	17	7	2	82	70	14	733
	14	16, Equator.	7	0	33	14	2	41	127	—	—	257
	21		7	2	30 S.	18	5	15	144	—	9	361
	28		7	6	53	21	9	25	131	—	12	377
April	4		7	21	3	25	37	—	18	150	—	909
	11		7	28	24	23	43	5	62	88	13	617
	18		7	27	13	14	53	6	121	—	41	574
	25		7	30	30	9	47	1	58	90	19	712
May	2	5, St. Helena seen.	7	21	30	5	1	4	37	127	—	753
	6	6, St. Helena Roads.	4	15	55	5	43	6	36	54	—	348
Total days 97 = 2328 hours.								141	1046	942	199	8833
								1046				
							Calms and light airs...	1187*	hours.			

* Total period of detention from calms and light airs, 1187 hours = 49d. 11h. between England and St. Helena, during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

30 Jan. Left Spithead for St. Helena.
21 Feb. Passed the Island of Madeira W. ½ N., and Porto Santo N.W.
22 „ Entered the N. E. Trade, in lat. 28° 24′ N., & long. 19° 19′ W.
4 March. Lost the N. E. Trade, in lat. 5° 24′ N., & long. 18° 29′ W.
16 „ Crossed the Equator, in long. 14° 37′ W.
26 „ Entered the S. E. Trade, in lat. 4° 51′ S., & long. 20° 2′ W.

NOTE. *From the prevalence of frequent calms, accompanied by very light variable airs and smooth water, the William Pitt was detained between the N. E. and S. E. Trades as many as 23 days; a delay which must astonish all, except those whose experience reminds them how very precarious this part of the voyage is.*

7 April. Lost the S. E. Trade, in lat. 26° 22′ S., & long. 27° 30′ W.
5 May. Saw the Island of St. Helena N. W. by W., distant 90 miles.
6 „ Anchored off St. James's Valley in St. Helena Roads.

NOTE. *Captain Graham it appears was exceedingly delayed on his passage to Saint Helena, owing to a long and continued succession of calms and light airs. His voyage to the Island occasioned the full extent of time that many ships employ in running from England to Bombay: the advantage, therefore, of steam-power, as an auxiliary aid, would in this case have been highly important.*

H. C. SHIP WILLIAM PITT, 819 Tons, Captain CHARLES GRAHAM, from BENCOOLEN towards PENANG, and then to CHINA.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1819.				° ′	° ′					
Sept.	9	9, Bencoolen.	—	3 48 S.	102 28 E.	—	—	—	—	—
	12	10, Poggy Island.	4	3 30	98 58	4	75	—	17	198
	19	20, Equator.	7	0 15	95 13	37	94	29	8	362
	26	30, Pulo Rondo.	7	3 33 N.	92 45	48	119	—	1	285
Oct.	5	5, Penang Harbour.	9	5 25	100 22	39	116	45	16	667
Total days 27 = 648 hours.						128 404	404	74	42	1512
					Calms and light airs...	532*	hours.			

* Total period of detention from calms and light airs, 532 hrs. = 22d. 4h. between Bencoolen and Penang, during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
Novem.	11	11, Pulo Penang.	—	5 25 N.	100 22 E.	—	—	—	—	—
	15	12, Pulo Dinding.	6	2 12	102 15	27	74	21	22	324
	19	20, Equator.	1	1 17	103 51	6	10	—	8	103
Decem.	5		8	5 32 S.	112 24	18	96	52	26	636
	12		7	5 24	116 10	75	93	—	—	234
	19		7	6 2	116 32	62	106	—	—	174
	26		7	5 40	122 16	25	127	16	—	382
1820.										
Jan.	2		7	3 44	124 14	31	135	—	2	293
	9	12, Equator.	7	1 52	129 36	39	115	—	14	331
	16		7	1 49 N.	135 36	20	109	39	—	414
	23		7	8 32	135 59	12	112	32	12	455
	30	2, Pedro Branco.	7	21 2	124 11	—	8	160	—	1069
Feb.	3	3, Lintin.	4	22 6	114 4	—	20	58	18	559
Total days 75 = 1800 hours.						315 1005	1005	378	102	4974
					Calms and light airs...	1320*	hours.			

* Total period of detention from calms and light airs, 1320 hrs. = 55 days, between Penang and China, during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

9 Sept. Left Bencoolen for Pulo Penang.
10 " At noon, extremes of Poggy Island from N. by E. ½ E. to E.N.E.
20 " Crossed the Equator, in long. 94° 48′ E.
30 " Passed Pulo Rondo, Pulo Brasse, and Pulo Nancy.
4 Oct. Passed Pulo Bouton and the Ladda Islands.
5 " Saw the high land of Queda, & anchored in Penang Harbour.

NOTE. *From September* 12 *to October* 1 *(a period of* 20 *days), the Pitt experienced a very tedious passage, having nothing but calms and light airs; during which time the current set the ship* 32 *miles to the southward, and as many as* 182 *miles to the eastward.*

The above short trip occupied 27 *days, which by steam assistance might have been accomplished in* 5 *or* 6 *days; the course from Bencoolen to Penang being N.* 13° *W., and the distance by calculation only* 567 *miles.*

11 Nov. Left Pulo Penang for Malacca Straits and China.
12 " Passed Saddle Island, Pulo Dinding, and the Sambilangs.
14 " Passed the Great Sambilangs and Pulo Jarra.
15 " Crossed the North Sand, passed Parcelar Hill, and Cape Rachado, and anchored in Malacca Roads.
19 " Passed the Little Carimons and Tanjong Bolus.
20 " Anchored off Singapore Town; the Flagstaff N. W. ½ W.
21 NOTE. *From this date to the* 1st *of December, the William Pitt was engaged in clearing the Straits, owing to frequent calms of long duration and very light airs, seldom making more (when under sail) than* 10, 15, *or* 20 *miles a day. Similar calm weather attended Captain Graham throughout the Eastern Straits till January* 12, *the ship rarely going* 2 *knots an hour, and never*
1820. *exceeding* 40 *miles a day during the whole time.*
23 Jan. Entered the N.E. Monsoon, in lat. 8°32′ N., & long. 135°58′ E.
31 " Passed the Bashees and Tobago Island.
2 Feb. Saw Pedro Branco Rock: at noon, run into the Lemma Chan.
3 " Passed the Asses' Ears, and arrived at Lintin.

H. C. Ship LORD THURLOW, 900 Tons, Captain William Thomson, from England towards China.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1793.				° ′	° ′					
May	23	23, Portland Bill.	—	50 31 N.	2 27 W.	—	—	—	—	—
	26		4	48 19	7 10	15	32	20	29	229
June	2	8, Madeira.	7	40 40	12 18	10	71	20	67	564
	9		7	32 3	19 1	24	77	31	36	605
	16	17, St. Antonio.	7	18 49	25 5	3	35	130	—	796
	23		7	8 22	21 38	14	64	90	—	630
	30	6, Equator.	7	5 54	16 18	20	77	71	—	419
July	7		7	1 49 S.	17 28	—	41	127	—	748
	14		7	16 28	22 57	1	5	162	—	1054
	21		7	29 30	20 43	3	14	119	32	935
	28		7	35 0	9 37	—	19	149	—	969
August	4	6, Cape Good Hope.	7	37 5	10 21 E.	2	32	134	—	1051
	11		7	36 13	31 48	8	17	143	—	1082
	18		7	37 34	60 17	—	8	160	—	1358
	25		7	34 30	87 25	—	1	167	—	1396
Sept.	1	6, Christmas Island.	7	24 53	96 34	1	12	134	21	983
	7	7, Java Head.	6	6 48	105 11	4	3	111	26	1131
Total days 108 = 2592 hours.						105	508	1768	211	13950
						508				
					Calms and light airs...	613*	hours.			

* Total period of detention from calms and light airs, 613 hours = 25d. 13h. between England and Java Head, during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

23 May.	Left Portland for China direct.
8 June.	Passed the Island of Madeira, E. by N. 15 miles.
11 "	Entered the N. E. Trade, in lat. 29° 8′ N., & long. 20° W.
17 "	Saw the Island of St. Antonio S. S. E., 12 leagues.
23 "	Lost the N. E. Trade, in lat. 8° 22′ N., & long. 22° 4′ W.
6 July.	Crossed the Equator, in long. 17° 10′ W.
7 "	Entered the S. E. Trade, in lat. 1° 54′ S., & long. 17° 28′ W.

Note. *The Lord Thurlow was 14 days between the Trades, with light baffling airs, calms, and smooth water the whole time.*

19 "	Lost the S. E. Trade, in lat. 26° 35′ S., & long. 24° 44′ W.
6 Aug.	Crossed the meridian of the Cape of Good Hope, in lat. 37° 42′ S.
26 "	Entered the S. E. Trade, in lat. 30° 18′ S., & long. 90° 17′ E.
5 Sept.	Lost the S. E. Trade, in lat. 8° 20′ S., & long. 99° 16′ E.
6 "	Passed Christmas Island E. N. E., 4 leagues.
7 "	Saw the land about Java Head N. E. by E. ½ E.
8 "	Passed Java Head E. by S. 3 leagues.

Note. *Captain Thomson was 14 Sea Logs from Anjer Roads to the Anambas, having a long succession of light variable airs and calms. In consequence of the light baffling winds continuing while in the China Sea, and the N. E. Monsoon having set in, Captain T. was obliged to proceed to the Eastward, which delayed the voyage so much as to compel his putting into Manilla for supplies, where he arrived on the 9th of November. Had steam-assistance been in use, much valuable time would have been saved, as well as every expence incurred by the delay, solely arising from the long series of light airs and calms in the first instance.*

17 Dec.	Arrived in Macao Roads, and received a Pilot on board.

H. C. SHIP WINDSOR, 1400 TONS, Captain THOMAS HAVISIDE, from ENGLAND towards CHINA.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1821.				°	′	°	′					
April	27	27, Dungeness.	—	50	55 N.	0	58 E.	—	—	—	—	—
	29	29, Caskets.	3	49	1	5	14 W.	—	33	9	30	330
May	6	5, Porto Santo.	7	31	24	16	40	—	4	164	—	1229
	13	7, Teneriffe.	7	13	25	21	52	3	4	161	—	1241
	20		7	3	53	19	55	6	67	95	—	706
	27	24, Equator.	7	6	24 S.	26	17	—	68	100	—	760
June	3		7	18	30	29	51	—	49	119	—	856
	10		7	28	7	31	32	15	48	50	55	696
	17		7	32	3	13	37	2	30	136	—	1013
	24	28, Cape Good Hope.	7	34	50	4	51 E.	2	41	72	53	983
July	1	29, Table Mountain.	7	35	52	29	25	6	13	149	—	1263
	8		7	34	34	51	47	4	35	129	—	1131
	15		7	35	50	73	5	—	33	95	40	967
	22		7	29	51	91	42	—	24	138	—	1045
	29		7	15	45	101	48	—	18	150	—	1113
Aug.	4	4, Java Head.	6	6	48	105	11	—	28	58	58	830
Total days 100 = 2400 hours.								38	495	1631	136	14161
								495				
						Calms and light airs…		533*	hours.			

* Total period of detention from calms and light airs, between England and Java Head, 533 hours = 22d. 5h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

27	April.	Left Dungeness for China direct.
29	"	Saw the Lights on the Caskets, South, distant 5 leagues.
5	May.	Entered the N. E. Trade, in lat. 33° 30′ N., & long. 16° 44′ W.
"	"	At noon, Porto Santo due South, 7 or 8 leagues.
7	"	Saw the Island of Teneriffe S. E. by S., distant 25 miles.
18	"	Lost the N. E. Trade, in lat. 3° 30′ N., & long. 20° 12′ W.
24	"	Crossed the Equator, in long. 21° 30′ W.
25	"	Entered the S. E. Trade, in lat. 2° 10′ S., & long. 23° 30′ W.

NOTE. *The Windsor was seven days between the Trades, having calms, light variable airs, and smooth water, accompanied with heavy rain at intervals.*

6	June.	Lost the S. E. Trade, in lat. 25° 10′ S., & long. 30° 57′ W.
28	"	Saw the Cape of Good Hope N. E., 15 leagues.
29	"	Saw Table Mountain N. N. E., and Cape Point E. N. E., 5 leag.
21	July.	Entered the S. E. Trade, in lat. 31° 4′ S., & long. 90° 42′ E.
4	Aug.	Rounded Java Head, and entered the Straits of Sunda, by running through Princes Channel for Anjer Roads.
5	"	Anchored in Anjer Roads; the Cap N. by E., Crockatoa Island N. W. by N., and Anjer Peak S. E. by S.

NOTE. *Captain Haviside was employed* 11 *Sea Logs in his passage from Anjer Roads to the China Sea through Gaspar Straits, attended, as usual in this part of the voyage, with light variable airs, occasional calms, and smooth water.*

31	"	Crossed over part of Pratas Bank; soundings from 30 to 35 fms.
2	Sept.	Saw St. John's Island N. by W., distant 3 or 4 leagues.
3	"	Anchored in Macao Roads, and obtained a Pilot. When at anchor, Lantoa Peak E. by N., Peak of Lintin N. by E. ½ E., and Macao Flagstaff W. by S., off shore about 4 miles.

H. C. SHIP BOMBAY, 1200 TONS, Captain CHARLES GRAHAM, from ENGLAND towards CHINA.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1821.				°	′	°	′					
April	29	29, Beachy Head.	—	50	44 N.	0	15 E.	—	—	—	—	—
May	6		8	36	28	16	19 W.	12	34	100	46	1066
	13		7	20	46	25	4	—	40	110	18	991
	20		7	6	36	20	11	—	48	98	22	958
	27	2, Equator.	7	3	20	18	41	45	118	—	5	251
June	3		7	3	43 S.	26	0	41	76	13	38	534
	10		7	18	46	31	23	—	16	152	—	943
	17		7	30	40	27	22	5	51	93	19	715
	24		7	33	14	7	27	19	34	115	—	1100
July	1	1, Cape Good Hope.	7	36	19	18	39 E.	—	11	157	—	1300
	8		7	37	0	40	24	3	28	110	27	994
	15	18, Amsterdam Isl.	7	37	23	63	15	10	11	147	—	1231
	22		7	34	25	91	17	17	29	102	20	816
	29		7	25	50	102	56	2	74	57	35	794
Aug.	5	5, Anjer Roads.	7	6	3	105	55	4	13	151	—	1240
Total Days 99 = 2376 hours.								158	583	1405	230	12933
								583				
				Calms and light airs...				741*	hours.			

* Total period of detention from calms and light airs, between England and Anjer Roads, 741 hours = 30d. 21h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

29	April.	Left Beachy Head for China direct.
7	May.	Entered the N. E. Trade, in lat. 34°38′N., & long. 17°31′W.
19	〃	Lost the N. E. Trade, in lat. 7° 17′ N., & long. 20° 56′ W.
1	June.	Entered the S. E. Trade, in lat. 0° 37′ N., & long. 23° 48′ W.
		NOTE. *Captain Graham was detained* 13 *days between the Trades, having alternately calms with light baffling airs (smooth water the whole time).*
2	〃	Crossed the Equator, in long. 24° 10′ W.
16	〃	Lost the S. E. Trade, in lat. 29° 51′ S., & long. 27° 13′ W.
1	July.	Crossed the meridian of the Cape of Good Hope, in lat. 37°10′S.
18	〃	Passed the Island of Amsterdam, seen from the deck S. W.
31	〃	Entered the S. E. Trade, in lat. 21°24′ S., & long. 104° 44′ E.
5	Aug.	Passed Java Head and Princes Island; anchored in Anjer Roads; the Cap N.N.E., Crockatoa N. N. W., and Anjer Peak S. S. E. ½ E.
16	〃	Left Anjer Roads; the Button N. N. W. ½ W., Nicholas Point N. E. by E. ½ E.
17	〃	Passed Knob Hill N.W., the Button S.¾W., North Is. W. by N.
18	〃	At noon, Entrance Point N. W. by N., Wilson's Hummock N. W. by W.
19	〃	〃 Gaspar Is. S.W. by S., & St. Barbe just seen N.N.W.
20	〃	Passed St. Barbe, West; & St. Esprit N. W. by W. ½ W.
21	〃	Saw Grand Natuna; the extremes from N.N.W. to W.N.W.
22	〃	Entered the S.W. Monsoon, in lat. 3°15′N. & long. 108°14′E.
28	〃	Lost the S.W. Monsoon, in lat. 19°58′ N., & long. 112° 52′ E.
31	〃	Passed the Asses' Ears: got a Pilot, & proceeded to Lintin.

H. C. SHIP CHARLES GRANT, 1246 Tons, Captain WILLIAM HAY, from ENGLAND towards CHINA.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1823.				°	′	°	′					
March	28	28, Dunnose.	—	50	37 N.	1	12 W.	—	—	—	—	—
	30		3	49	22	6	42	7	29	12	24	263
April	6	8, Madeira.	7	37	29	13	8	1	46	80	41	797
	13	10, Teneriffe.	7	19	49	20	35	1	18	149	—	1086
	20	11, Palma Island.	7	3	30	19	35	5	36	100	27	936
	27	25, Equator.	7	4	43 S.	22	13	33	77	17	41	487
May	4		7	23	23	26	34	—	—	168	—	1094
	11		7	35	42	9	4	—	6	162	—	1193
	18	19, Cape Good Hope.	7	36	55	9	5 E.	—	28	140	—	1045
	25		7	35	38	39	41	—	2	166	—	1234
June	1		7	30	56	46	23	1	95	45	27	557
	8		7	39	17	58	52	—	43	100	25	861
	12	12, Mauritius.	4	20	10	57	29	4	1	71	20	561
	29	5, Equator.	9	4	22	71	53	—	15	183	18	1242
July	6		7	1	8 N.	78	43	17	110	—	41	451
	13		7	6	12	96	57	—	—	168	—	1123
	15	15, Penang Harbour.	2	5	25	100	22	10	9	29	—	195
Total days 102 = 2448 hours.								79	515	1590	264	13125
								515				
				Calms and light airs...				594*	hours.			

* Total period of detention from calms and light airs, between England and Penang Harbour, 594 hours = 24d. 18h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

28	March.	Left Dunnose for China direct.
8	April.	At daylight, Porto Santo N. W. by W., Madeira W. by N., Desertas S. W. by W.
10	″	Saw the Island of Teneriffe from the deck S. 10° E.
11	″	Passed the Island of Palma N. ¼ E., & Gomera E. S. E.
″	″	Entered the N. E. Trade, in lat. 26° 24′ N., & long. 19° 23′ W.
18	″	Lost the N. E. Trade, in lat. 5° 56′ N., & long. 20° 43′ W.
25	″	Crossed the Equator, in long. 19° 41′ W.
26	″	Entered the S. E. Trade, in lat. 2° 31′ S., & long. 20° 29′ W.
		NOTE. *The Charles Grant was* 8 *days between the Trades, having frequent calms, light variable airs, and very smooth water:—occasional steam-assistance in this case would have been very advantageous.*
4	May.	Lost the S. E. Trade, in lat. 23° 23′ S., & long. 26° 34′ W.
19	″	Crossed the meridian of the Cape of Good Hope. in lat. 37° 10′ S.
12	June.	Anchored at Port Louis (Mauritius); Flagstaff S. 38° E., Church S. 10° E.
20	″	Left the Mauritius; at noon, Ronde Isle S. 50° E., Gunner's Quoin S. 7° W.
21	″	Entered the S. E. Trade, in lat. 19° 17′ S., and long. 59° 16′ E.
5	July.	Crossed the Equator in long. 77° 44′ E.
″	″	Lost the S. E. Trade, in lat. 0° 2′ N., & long. 77° 50′ E.
6	″	Entered the S. W. Monsoon, in lat. 1° 8′ N., & long. 78° 43′ E.
15	″	Anchored in Penang Harbour; Fort Cornwallis W. N. W.
27	″	Left Penang for Malacca: at noon, Erskine Hill S. 36° E.
		NOTE. *Captain Hay was* 14 *Sea Logs between Pulo Penang and Pedro Branco, with calms, light airs, and smooth water; and* 10 *more from Point Romania to China.*
19	Aug.	Passed the Asses' Ears and Grand Ladrone. At noon, anchored in Macao Roads, obtained a Pilot, and proceeded to Lintin Roads.

H. C. SHIP DUKE OF YORK, 1327 Tons, Captain ROBERT LOCKE, from ENGLAND towards CHINA.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1831.				°	′	°	′					
April	23	23, Portland Bill.	—	50	31 N.	2	27 W.	—	—	—	—	—
May	1	6, Madeira.	9	41	37	12	12	—	43	122	51	1184
	8		7	26	15	20	18	—	—	168	—	1173
	15		7	5	13	22	9	—	—	168	—	1204
	22	24, Equator.	7	1	12	23	55	38	83	—	47	416
	29		7	12	56 S.	33	11	3	37	86	42	979
June	5		7	27	19	27	35	—	16	152	—	1095
	12		7	33	32	9	14	14	26	128	—	998
	19	23, Cape Good Hope.	7	35	47	6	14 E.	15	28	100	25	958
	26		7	35	1	24	57	4	27	128	9	1093
July	3	9, St. Paul's Island.	7	39	42	53	34	—	—	168	—	1363
	10		7	37	6	83	31	—	—	168	—	1312
	17		7	21	19	101	50	—	6	162	—	1324
	23	20, Christmas Island. 22, Java Head. 23, Princes Island.	7	6	35	105	15	4	42	98	24	1121
Total days 93 = 2232 hours.								78	308	1648	198	14220
								308				
						Calms and light airs…		386*	hours.			

* Total period of detention from calms and light airs, between England and Princes Island, 386 hours = 16d. 2h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

23 April. Left Portland Bill for China direct.
5 May. Entered the N. E. Trade, in lat. 33° 53′ N., & long. 15° 55′ W.
6 „ Passed the Island of Madeira S. 50° W., distant 8 leagues.
15 „ Lost the N. E. Trade, in lat. 5° 13′ N., & long. 22° 19′ W.
24 „ Crossed the Equator, in long. 23° 36′ W.
25 „ Entered the S. E. Trade, in lat. 2° 29′ S., & long. 26° 15′ W.

NOTE. *The Duke of York was delayed 10 days between the N. E. and S. E. Trades, with frequent calms, and light baffling airs, smooth water the whole time:—here likewise would occasional steam-assistance have been applied with great advantage.*

3 June. Lost the S. E. Trade, in lat. 22° 16′ S., & long. 32° 40′ W.
23 „ Crossed the meridian of the Cape of Good Hope, in lat. 37° 10′ S.
9 July. Passed the Island of St. Paul's, just in sight from the poop.
15 „ Entered the S. E. Trade, in lat. 27° 42′ S., & long. 98° 32′ E.
20 „ Saw Christmas Island from the deck, N. 78° E. to S. 45° E.
21 „ Lost the S. E. Trade, in lat. 6° 51′ S., & long. 105° 11′ E.
22 „ Passed Java Head, and entered Princes Strait.
23 „ At noon, Princes Island S. 30° E. to S. 15° W., Crockatoa Peak N. 72° E.
24 „ Anchored in Anjer Roads; Flagstaff S. S. E., Cap N. N. E.
30 „ Left Anjer Roads: at noon, the Brothers in one, S. by W.
31 „ At noon, Entrance Point, North, & the Body of Pulo Lea t NNE.
1 Aug. „ St. Barbe in sight from the mast-head, N. by E. ½ E.
2 „ At 10h. A.M., Gap Rock N. W., high land of Tumbelan S. W.
3 „ At noon, extremes of Grand Natuna N. 19° W. to N. 72° W.
4 „ „ Grand Natuna Peak seen from the poop, S. W. by S.
12 „ Passed the Asses' Ears and Grand Ladrone: at noon, Potoe N. 38° E., Samcock N. 37° E., and Macao N. 8° W. At 3 P.M. anchored in Macao Roads, and obtained a Pilot.

H. C. Ship SCALEBY CASTLE, 1242 Tons, Captain John Hillman, from England towards China.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1831.				°	′	°	′					
May	7	7, Lizard Point.	—	49	58 N.	5	11 W.	—	—	—	—	—
	15	16, Madeira.	9	32	36	18	6	6	26	184	—	1298
	22	18, Palma Island.	7	18	28	24	14	—	8	160	—	1054
	29		7	5	16	21	42	24	50	57	37	837
June	5	3, Equator.	7	1	29 S.	27	53	17	71	36	44	661
	12		7	6	26	30	10	13	16	100	39	838
	19		7	22	28	33	40	—	22	146	—	1098
	26		7	32	55	20	41	—	24	144	—	1080
July	3		7	34	59	3	23 E.	12	14	142	—	1114
	10	8, Cape Good Hope.	7	37	14	25	20	—	33	108	27	1064
	17		7	39	33	46	43	12	30	88	38	875
	24		7	38	7	77	25	4	10	154	—	1374
	31	25, Amsterdam.	7	27	18	92	15	12	36	120	—	1100
Aug.	7	13, Keyser's Island.	7	18	28	100	40	—	16	152	—	1085
	14	14, Anjer Roads.	7	6	3	105	55	24	37	62	45	805
Total days 100 = 2400 hours.								124	393	1653	230	14283
								393				
							Calms and light airs...	517*	hours.			

	REMARKS DURING THE VOYAGE OUTWARD.
7 May.	Left the Lizard for China direct.
16 〃	Saw the Island of Madeira N. E. ½ E., the N. extreme N. 46°E.
18 〃	At noon, saw the I. of Palma from the deck S. E. by E. ½ E.
19 〃	Entered the N. E. Trade, in lat. 26° 19′ N., & long. 19° 26′ W.
26 〃	Lost the N. E. Trade, in lat. 8° 33′ N., & long. 22° 24′ W.
2 June.	Entered the S. E. Trade, in lat. 1° 9′ N., & long. 24° 15′ W.
	Note. *The Scaleby Castle was 7 days between the Trades, with, the usual calms and light variable airs, having very smooth water the whole time, all of which circumstances were highly favourable for occasional steam-assistance.*
3 〃	Crossed the Equator, in long. 25° 44′ W.
18 〃	Lost the S. E. Trade, in lat. 19° 48′ S., & long. 34° 59′ W.
8 July.	Crossed the meridian of the Cape of Good Hope, in lat. 37°27′S.
25 〃	Passed the Island of Amsterdam E. by N., dist. 40 miles.
2 Aug.	Entered the S. E. Trade, in lat. 23° 10′ S., & long. 92° 32′ E.
12 〃	Lost the S. E. Trade, in lat. 6° 11′ S., & long. 104° 16′ E.
13 〃	At sunset, the extremes of the Sumatra Coast from N. E. to E. by S.—At noon, Keyser's Peak N. E., and Fortuna Island S. E. ½ S.
14 〃	Anchored in Anjer Roads; the Flagstaff S. 79° E., the Cap N. 21° E., the Button N. 7° E., and the high Peak of Crockatoa N. 77° W.
17 〃	Left Anjer Roads; at noon, Thwart the Way N. 13° W., the Cap N. 81° E., and the Button N. 30° E.
	Note. *Captain Hillman was engaged 9 Sea Logs between Anjer and clearing the Natunas, having calms and faint airs, with slight contrary currents; smooth water all the time.*
26 〃	Entered the N. E. Monsoon in lat. 6° 17′ N., & long. 109° 22′ E., which was very light and unsettled the whole way to China.
7 Sept.	At 1h. 30m. P. M. saw the Coast of China N. N. W. ½ W., the Asses' Ears W. N.W., and Grand Lemma N.W. by N.
8 〃	Received a Pilot on board, and proceeded to Lintin; at 6h. 30m. P. M. anchored, the Peak of Lintin N. E. ½ N.

* Total period of detention from calms and light airs, between England and Anjer Roads, 517 hours = 21d. 13h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. Ship EARL OF BALCARRAS, 1417 Tons, Captain Bryan Broughton, from England towards China.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance run by the Log.
1832.				°	′	°	′					
May	30	30, Lizard Point.	—	49	58 N.	5	11 W.	—	—	—	—	—
June	3	9, Teneriffe.	5	38	46	12	1	—	13	87	20	737
	10	10, Great Canary.	7	28	14	16	5	10	80	—	78	656
	17		7	14	55	19	9	9	37	122	—	841
	24	30, Equator.	7	6	42	20	46	2	32	92	42	798
July	1		7	1	44 S.	20	50	—	6	162	—	918
	8		7	21	57	25	55	—	2	166	—	1216
	15		7	31	2	15	43	10	77	54	27	799
	22	26, Cape Good Hope.	7	35	51	2	0 E.	2	21	145	—	1057
	29		7	38	14	32	18	1	10	157	—	1087
August	5		7	38	12	64	38	—	—	168	—	1341
	12		7	36	0	88	12	—	25	143	—	1426
	19	22, Christmas Island.	7	19	53	104	24	—	7	161	—	1167
	23	23, Java Head.	4	6	48 S.	105	11	4	3	28	61	742
Total Days 86 = 2064 hours.								38	313	1495	228	12785
								313				
				Calms and light airs...				351*	hours.			

REMARKS DURING THE VOYAGE OUTWARD.

30 May.	Left the Lizard for China direct.
9 June.	Saw the Peak of Teneriffe, S. 59° W., 45 miles.
10 ,	Saw the Great Canary, S. 32° E., and the Peak of Teneriffe, N. 82° W.
	Note. *In consequence of having a succession of light airs and calms, the Peak of Teneriffe was in sight four days.*
14	Entered the N. E. Trade, in lat. 23° 4′ N., & long. 18° 54′ W.
	Note. *This was a very light variable Trade, and continued only three days, having lost it in lat. 14° 55′ N., and long. 19° 10′ W.*
25 ,	Entered the S. E. Trade, in lat. 5° 13′ N., & long. 21° 38′ W.
	Note. *The Balcarras was 11 days between the N. E. & S. E. Trades, with calms, light baffling airs, and very smooth water.*
30 "	Crossed the Equator, in long. 20° 30′ W.
7 July.	Lost the S. E. Trade, in lat. 20° 5′ S., and long. 21° 12′ W.
26 ,	Crossed the meridian of the Cape of Good Hope, in lat. 38° 48′ S.
22 Aug.	Christmas Island seen from the poop, N. E.
23 ,	Saw Clap's Island E. N. E., and at noon passed Java Head.
	Note. *Captain B. had an excellent passage through the Straits of Sunda and Gaspar, being only 7 Sea Logs from one extreme to the other; after which, he was 12 days reaching Macao.*
12 Sept.	Anchored in Macao Roads, and received a Pilot on board.

* Total period of detention from calms and light airs, between England and Java Head, 351 hours = 14d. 15h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. Ship PRINCE REGENT, 992 Tons, Captain Richard Aplin, from England towards China.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
April	18	18, Start Point.	—	50	13 N.	3	38 W.	—	—	—	—	—
	21		4	47	50	9	23	—	47	18	31	390
	28	2, St. Antonio.	7	27	17	21	8	2	8	158	—	1306
May	5		7	7	26	21	4	—	10	158	—	1234
	12	14, Equator.	7	1	32	22	39	17	99	20	32	458
	19		7	11	8 S.	22	58	—	40	100	28	914
	26		7	20	23	27	16	—	27	98	43	853
June	2		7	30	54	26	10	—	45	101	22	954
	9		7	31	54	12	56	4	39	118	7	952
	16	21, Cape Good Hope.	7	33	55	7	40 E.	4	44	120	—	1135
	23		7	36	23	26	47	3	58	107	—	977
	30		7	33	37	50	25	—	22	146	—	1140
July	7		7	36	11	71	55	—	4	164	—	1248
	14	25, Equator.	7	25	46	90	18	2	11	155	—	1166
	21	27, Pulo Rondo.	7	8	37	91	12	4	40	124	—	1003
	28	29, Ladda Islands.	7	5	59 N.	98	34	—	—	154	14	1153
	31	31, Penang Harbour.	3	5	25	100	22	9	37	—	26	199
Total days 105 = 2520 hours.								45	531	1741	203	15064
								531				
				Calms and light airs...				576*	hours.			

* Total period of detention from calms and light airs, between England and Penang Harbour, 576 hours = 24d., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

18 April.	Left Start Point for China direct.
25 〃	Entered the N.E. Trade, in lat. 36° 11′ N., & long. 16° 24′ W.
2 May.	Saw the Island of St. Antonio from the deck, W. by S.
6 〃	Lost the N. E. Trade, in lat. 6° 31′ N., & long. 19° 54′ W.
14 〃	Crossed the Equator, in long. 20° 10′ W.
15 〃	Entered the S. E. Trade, in lat. 1° 26′ S., & long. 23° 30′ W.
	Note. *The Prince Regent was 9 days between the Trades, with a succession of light airs and calms, having very smooth water.*
22 〃	Lost the S. E. Trade, in lat. 17° 23′ S., & long. 29° 5′ W.
21 June.	Crossed the meridian of the Cape of Good Hope, in lat. 36° 24′ S.
25 July.	Crossed the Equator, in long 92° 24′ E.
27 〃	Passed Pulo Rondo, Pulo Way, and Pulo Brasse.
29 〃	Saw Pulo Pera, and passed the Ladda Islands for Penang.
30 〃	Saw the high land of Queda, and Pulo Boonting.
31 〃	Arrived at Pulo Penang Harbour—Flagstaff W. N. W.
	Note. *Captain Aplin was 20 days getting through the Straits of Malacca and Singapore, owing to a continued succession of light airs and calms, with slight contrary currents, and not sufficient wind to stem them. This is another instance of the necessity of occasional steam-assistance to all China ships. The usual run from the Straits to China at this season is 6 or 7 days; but Captain A. (from the circumstance of having nothing but light airs and calms) was no less than 24 days in proceeding direct up the China Sea for the Grand Ladrone, having very smooth water nearly the whole distance from Pedro Branco.*
20 Sept.	Arrived in Macao Roads, and received a Pilot on board.

H. C. SHIP ROSE, 1024 TONS, Captain THOMAS MARQUIS, from ENGLAND towards CHINA.

Date.		Situation.	Days.	Latitude by Obs.			Longitude by Chro.			Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′		°	′						
May	8	8, Portland Bill.	—	50	31	N.	2	27	W.	—	—	—	—	—
	12		4	48	4		7	58		23	46	—	27	206
	19	25, Madeira.	7	41	9		11	35		4	110	22	32	532
	26		7	33	12		16	50		15	77	44	32	576
June	2	4, St. Antonio.	7	20	20		24	37		1	19	148	—	913
	9		7	1	23		24	6		17	27	124	—	881
	16	17, Equator.	7	0	38		22	43		28	66	22	52	560
	23		7	15	4	S.	31	24		—	5	163	—	1108
	30		7	26	41		32	18		—	12	87	69	943
July	7		7	33	14		6	12		1	—	167	—	1341
	14	15, Cape Good Hope.	7	35	44		16	48	E.	2	31	135	—	1105
	21		7	36	44		37	48		6	23	139	—	1018
	28		7	39	2		59	13		15	30	100	23	974
August	4	2, Amsterdam Isl.	7	32	8		84	52		1	8	159	—	1384
	11		7	12	50		92	40		—	11	157	—	1290
	18	21, Equator.	7	2	2		90	58		6	93	26	43	636
	25		7	4	29	N.	92	20		28	123	—	17	367
	27	27, Acheen Head.	2	5	36		95	21		—	22	—	26	202
Total days 111 = 2664 hours.										147	703	1493	321	14036
										703				
Calms and light airs...										850*	hours.			

* Total period of detention from calms and light airs, between England and Acheen Head, 850h. = 35d. 10h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

8 May.	Left Portland Bill for China direct.
25 „	Saw the Island of Madeira, *which remained in sight nearly four successive days, in consequence of light variable airs and calms.*
29 „	Entered the N. E. Trade, in lat. 27° 55′ N., & long. 20° 18′ W.
4 June.	Passed the Island of St. Antonio, distant about 30 miles.
7 „	Lost the N. E. Trade, in lat. 7° 30′ N., & long. 23° 29′ W.
15 „	Entered the S. E. Trade, in lat. 2° 25′ N., & long. 20° 40′ W.
	NOTE. *The Rose was eight days between the N. E. and S. E. Trades, with calms, light airs, and very smooth water.*
17 „	Crossed the Equator, in long. 24° 00′ W.
25 „	Lost the S. E. Trade, in lat. 18° 42′ S., & long. 34° 32′ W.
15 July.	Crossed the meridian of the Cape of Good Hope, in lat. 36° 37′ S.
2 Aug.	Saw the Island of Amsterdam, distant 15 or 16 miles.
6 „	Entered the S. E. Trade, in lat. 27° 46′ S., & long. 89° 57′ E.
13 „	Lost the S. E. Trade, in lat. 7° 23′ S., & long. 92° 15′ E.
21 „	Crossed the Equator, in long. 90° 15′ E.
27 „	Passed Acheen Head and Pulo Rondo, steering for Pulo Penang, to repair the bowsprit; having a succession of light airs and calms, this ship was 8 days from Acheen Head to her intended Port.
	NOTE. *Captain M. was 14 Sea Logs in running from Penang to Pedro Branco; and 28 days on his passage direct up the China Sea (which, at this season, is usually performed in 7 or 8 days), having light airs and calms, with smooth water nearly the whole distance to Macao:—another instance, among many, shewing the great advantage of steam-assistance.*
29 Oct.	Anchored in Macao Roads, and obtained a Pilot.

H. C. SHIP SCALEBY CASTLE, 1242 Tons, Captain JOHN HILLMAN, from ENGLAND towards CHINA.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
May	7	7, Lizard.	—	49	58 N.	5	11 W.	—	—	—	—	—
	12		6	38	3	16	43	7	23	72	42	757
	19	16, Madeira.	7	29	52	19	38	18	108	—	42	502
	26	26, St. Antonio.	7	16	44	25	22	7	48	87	26	790
June	2		7	5	40	21	34	14	44	71	39	743
	9	9, Equator.	7	0	54 S.	25	37	—	64	48	56	679
	16		7	18	1	30	55	8	—	160	—	1089
	23		7	30	59	31	4	—	27	141	—	901
	30		7	35	11	6	0 E.	—	—	168	—	1436
July	7	3, Cape Good Hope.	7	38	17	34	18	—	24	144	—	1247
	14		7	38	29	65	7	—	—	168	—	1349
	21		7	36	13	95	26	—	—	168	—	1414
	28	30, Christmas Island.	7	16	16	105	1	—	—	168	—	1266
August	1	1, Java Head.	4	6	48	105	11	—	9	52	35	650
Total Days 87 = 2088 hours.								54	347	1447	240	12823
								347				
				Calms and light airs...				401*	hours.			

* Total period of detention from calms and light airs, between England and Java Head, 401 hours = 16d. 17h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE OUTWARD.

7 May.	Left the Lizard for China direct.
16 „	Passed the Island of Madeira with light easterly airs, and very smooth water.
19 „	Entered the N.E. Trade, in lat. 29° 52′ N., & long. 19° 54′ W.
26 „	Saw the Island of St. Antonio at noon E. by N.
31 „	Lost the N. E. Trade, in lat. 5° 50′ N., & long. 22° 22′ W.
6 June.	Entered the S.E. Trade, in lat. 2° 28′ N., & long. 20° 52′ W.

NOTE. *Captain Hillman experienced much delay from calms and light airs between the N. E. & S. E. Trades, a space where the occasional aid of steam-power would be invaluable.*

9 „	Crossed the Equator, in long. 25° 12′ W.
19 „	Lost the S. E. Trade, in lat. 25° 12′ S., & long. 29° 21′ W.
3 July.	Crossed the meridian of the Cape of Good Hope, in lat. 37° 10′ S.
25 „	Entered the S.E. Trade, in lat. 22° 31′ S., & long. 103° 38′ E.
30 „	Saw Christmas Island from the deck, N. N. E., dist. 11 lea.
1 Aug.	Rounded Java Head, and entered Princes Channel.

NOTE. *The Scaleby Castle was* 10 *Sea Logs in the Straits of Sunda and Gaspar; and* 18 *more from Direction Island to Macao, in consequence of having had occasional calms with many light airs; which distance, at this season (August), is generally performed in seven days.*

28 „	Arrived in Macao Roads, and obtained a Pilot.

H. C. Ship TAUNTON CASTLE, 1200 Tons, Captain James Urmston, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1792.				°	′	°	′					
Feb.	9	9, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	12		4	9	39	99	19	7	58	—	31	265
	19		7	17	21	92	42	7	37	100	24	825
	26		7	22	41	68	39	—	—	168	—	1479
March	4		7	26	2	56	10	15	48	105	—	816
	11		7	32	20	39	54	3	8	137	—	1023
	18	24, Cape Good Hope.	7	35	0	25	26	28	47	48	45	569
	25		7	34	37	17	14	31	99	—	38	457
April	1		7	21	26	0	50	18	2	148	—	1148
	6	6, St. Helena.	5	15	55	5	43 W.	13	22	50	35	499
May	6	5, Ascension Island. 8, Equator.	8	4	42	17	38	3	49	102	38	917
	13		7	6	12 N.	22	16	29	49	30	60	673
	20		7	12	25	30	29	22	44	60	42	657
	27		7	26	19	36	52	—	2	158	8	927
June	3		7	41	45	30	51	—	7	161	—	1087
	10		7	48	47	21	51	7	55	50	56	706
	17	19, Start Point.	7	50	11	12	14	17	86	65	—	534
	20	20, Dunnose.	3	50	55	0	58 E.	—	2	70	—	577
Total days 111 = 2664 hours.								200	635	1452	377	10449
								635				
						Calms and light airs...		835*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 835 hours = 34d. 19h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

5 Jan. Left Macao Roads for Banca and Sunda Straits.
10 Passed Pulo Sapata, seen from the deck, N. by W. dist. 6 leag.
13 ″ Passed Pulo Timoan and Pulo Varella; at noon, Pulo Pisang W.S.W., and Pulo Aor S.S.W., distant 5 or 6 leagues.

Note. *The Taunton Castle was employed* 16 *Sea Logs between Pulo Aor and Java Head, with the usual vicissitudes of calms, faint variable airs, and slight contrary currents, all in favour of steam-assistance being made available.*

9 Feb. At sunset the extremes of Java Head from N. E. ½ N. to E. by N., distant 6 or 7 leagues.
15 ″ Entered the S. E. Trade, in lat. 10° 57′ S., & long. 103° E.
26 ″ Lost the S. E. Trade, in lat. 22° 3′ S., & long. 68° 40′ E.
19 March. Sounded; ground 88 fathoms, off third Point of Natal.
22 ″ Sounded; ground 70 fathoms, fine sand with black specks.
24 ″ Rounded the Cape of Good Hope in lat. 35° 28′ S., and long. 18° 17′ E.; no land in sight from the mast-head.
28 ″ Entered the S.E. Trade, in lat. 27° 30′ S., & long. 8° 10′ E.
6 April. Arrived at St. Helena; Sugar Loaf Point S. by E. ½ E.
29 ″ Left St. Helena for England.
5 May. Passed the Island of Ascension N.E. by N., distant 13 leagues.
8 ″ Crossed the Equator, in long. 19° 36′ W.
12 ″ Lost the S. E. Trade, in lat. 6° 10′ N., & long. 20° 59′ W.

Note. *Captain Urmston was detained a week between the Trades by the usual calms in this locality.*

20 Entered the N.E. Trade, in lat. 12° 19′ N., & long. 29° 37′ W.
31 ″ Lost the N. E. Trade, in lat. 33° 46′ N., & long. 37° 39′ W.
17 June. Sounded; ground 65 fathoms, fine sand and broken shells.
18 Received a Pilot on board 100 miles from land.
19 ″ Bolt Head N.W., Start Point N.N.W., and Berry Head N.½E.
20 ″ Saw Dunnose N.E. by E. and ran up Channel. Wind aft.

H. C. Ship LORD THURLOW, 900 Tons, Captain William Thomson, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1794.				°	′	°	′					
April	19	19, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	27		9	13	43	89	42	1	28	101	86	1009
May	4		7	20	47	72	27	3	10	155	—	1102
	11		7	26	55	54	48	4	18	146	—	967
	18		7	32	34	41	5	2	46	92	28	826
	25		7	36	17	29	2	34	45	89	—	697
June	1		7	38	48	18	25	34	100	—	34	418
	8	5, Cape Good Hope.	7	29	37	10	50	—	56	112	—	801
	15		7	20	14	2	50	2	69	60	—	701
	18	18, St. Helena.	3	15	55	5	43 W.	—	—	72	—	502
July	6	7, Ascension Island.	5	6	43	12	58	—	3	117	—	790
	13	11, Equator.	7	3	44 N.	22	0	—	4	164	—	915
	20		7	12	8	23	11	—	80	88	—	605
	27		7	12	54	25	45	30	94	—	44	314
August	3		7	21	28	32	36	8	51	109	—	677
	10		7	36	40	33	46	—	57	101	10	696
	17		7	38	10	33	25	26	112	—	30	349
	24		7	43	34	27	40	12	111	—	45	462
	31		7	50	58	12	17	10	50	108	—	806
Sept.	6	2, Irish Coast. 4, Lizard Point. 6, Beachy Head.	6	50	44	0	15 E.	4	17	50	43	690
Total days 128 = 3072 hours.								170	981	1564	357	13327
								981				
							Calms and light airs...	1151*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 1151 hours = 48 days, during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

17	March.	Left Macao Roads for Banca and Sunda Straits.
20	〃	Entered the N.E. Monsoon in lat. 17° 57′ N. & long. 113° 58′ E.
25	〃	Saw Pulo Sapata from the poop, N. by E., dist. 12 or 13 m.
29	〃	Passed the Anambas E.N.E., & Pulo Domar S.E., dist. 2 lea.
31	〃	The Peak of Pulo Lingin W.N.W., and Pulo Taya S.W. ½ S.
		In consequence of a continued succession of very faint airs and calms, these Islands were in sight during this and three following days.
1	April.	Monopin Hill just discernible from the deck S. E. by S.
		The faint airs and calms, with slight contrary currents continuing, caused Monopin Hill to remain in sight during six successive days.
9	〃	Note. *A breeze having sprung up, the Lord Thurlow proceeded on her passage through the Straits, and was no less than 10 Sea Logs between Lucepara Island and Java Head.*
19	〃	Left Java Head for St. Helena and England.
20	〃	Entered the S. E. Trade, in lat. 7° 25′ S., & long. 103° E.
5	May.	Lost the S. E. Trade, in lat. 21° 25′ S., & long. 66° 54′ E.
5	June.	Rounded the Cape of Good Hope; no land in sight.
6	〃	Entered the S. E. Trade, in lat. 33° 30′ S., & long. 15° 12′ E.
18	〃	Arrived at St. Helena, and anchored off St. James's Valley.
2	July.	Left St. Helena for England.
7	〃	Passed the Island of Ascension E. S. E., dist. 10 or 11 miles.
11	〃	Crossed the Equator, in long. 23° 10′ W.
15	〃	Lost the S. E. Trade, in lat. 5° 14′ N., & long. 24° 40′ W.
		Note. *Captain Thomson was delayed* 15 *days between the Trades by calms and light variable airs.*
30	〃	Entered the N. E. Trade, in lat. 14° 51′ N., & long. 29° 15′ W.
7	Aug.	Lost the N. E. Trade, in lat. 29° 8′ N., & long. 37° 19′ W.
2	Sept.	Saw the Coast of Ireland from the mast-head N. E.
4	〃	Saw the Lizard bearing N. N. E., distant 9 or 10 leagues.
6	〃	Arrived off Beachy Head N. N. E., 6 or 7 leagues.

H. C. SHIP CERES, 1400 Tons, Captain WILLIAM DUNSFORD, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1805.				°	′	°	′					
April	6	6, Acheen Head.	—	5	36 N.	95	20 E.	—	—	—	—	—
	14		9	3	26	91	40	65	133	—	18	370
	21	23, Equator.	7	0	56	93	36	26	129	—	13	325
	28		7	5	14 S.	89	1	15	117	20	16	440
May	5		7	15	30	73	49	2	5	161	—	1134
	12		7	23	23	60	57	4	61	103	—	881
	19		7	27	23	48	8	12	50	106	—	784
	26	28, Middle Pt. Natal.	7	29	12	35	57	15	45	108	—	675
June	2		7	36	13	22	38	11	85	72	—	667
	9	15, Cape Good Hope.	7	37	48	21	1	35	123	—	10	351
	16		7	32	37	15	0	7	102	30	29	467
	23		7	23	16	3	18	4	47	110	17	816
	30	30, St. Helena.	3	15	55	5	43 W.	24	51	93	—	649
July	14	17, Ascension Island.	7	12	3	9	36	8	2	24	38	318
	21	24, Equator.	7	2	17	19	40	8	11	149	—	846
	28		7	9	56 N.	22	10	1	71	96	—	697
Aug.	4		7	13	33	26	27	24	124	—	20	315
	11		7	21	27	30	1	16	52	100	—	666
	18		7	32	25	38	55	1	47	120	—	714
	25		7	38	33	36	28	2	112	—	54	513
Sept.	1	8, Start Point.	7	45	29	25	9	19	69	60	20	640
	8	9, Bill of Portland.	7	50	7	4	8	—	23	145	—	931
	10	10, Downs.	2	50	44	0	15 E.	—	16	—	32	220
Total days 147 = 3528 hours.								299	1475	1487	267	13419
								1475				
							Calms and light airs...	1774*	hours.			

* Total period of detention from calms and light airs, between Acheen Head and England, 1774 hours = 73d. 22h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

8 March. Left Macao Roads for Singapore and Malacca Straits: Lintin Peak N. 5° E.; Potoe N. 21° W.; Macao Town N. 76° W., dist. 6 or 7 m.
9 〃 Entered the N. E. Monsoon, in lat. 19° 25′ N., & long. 113° 27′ E.
11 〃 Crossed Macclesfield Bank; sounded—ground 47 fathoms.
14 〃 Passed Pulo Sapata, seen from the deck W. by N., dist. 4 miles.
18 〃 At noon, extremes of Pulo Timoan S. ½ E. to S.W. ½ S., 3 or 4 leag.
19 〃 Passed Pulo Aor, Pulo Pisang, and Pulo Tingy: at noon, Bintang Hill S. by E. ½ E., distant 8 or 9 leagues.

NOTE. *The Ceres was 16 Sea Logs between Point Romania and Pulo Rondo, from having a succession of calms and faint airs, with slight contrary currents, which distance is only 872 miles. Pulo Rondo, with those Islands near Acheen Head, were in sight during six days, from the cause already assigned.*

6 April. Left Acheen Head for St. Helena and England.
23 〃 Crossed the Equator, in long. 93° 25′ E.
24 〃 Entered the S. E. Trade, in lat. 1° 2′ S., & long. 93° 30′ E.
8 May. Lost the S. E. Trade, in lat. 21° 40′ S., & long. 66° 10′ E.
28 〃 Middle Point of Natal in sight, N. 80° W., distant 9 or 10 leagues.
29 〃 Land seen from N. W. by N. to N. N. E., dist. off shore 6 or 7 leag.
15 June. Table Land (Cape of Good Hope) in sight N. 73° E., 10 leagues.

NOTE. *This ship was 19 days endeavouring to round the Cape of Good Hope, in consequence of alternate gales of wind and calms.*

30 〃 Arrived at St. Helena.

NOTE. *The S. E. Trade generally commences a few days after rounding the Cape of Good Hope; whereas, in this instance, nothing but variable winds and light airs were experienced till within two days' arrival at St. Helena.*

12 July. *Left St. Helena with 44 ships in company, 40 of which belonged to the H. C. Service.*

NOTE. *This* MAGNIFICENT FLEET *was delayed 15 days between the Trades!*—ONE DAY'S INTEREST ONLY *on the value of the cargoes on board the several ships (kept out of port by the cause assigned) would amount to a very considerable sum.*

17 〃 At noon, Island of Ascension S. 7° E. to S. 81° E., dist. 4 or 5 m.
23 〃 Lost the S. E. Trade, in lat. 0° 10′ S., & long. 20° 57′ W.
24 〃 Crossed the Equator, in long. 21° 16′ W.
7 Aug. Entered the N. E. Trade, in lat. 14° 44′ N., & long. 26° 38′ W.
17 〃 Lost the N. E. Trade, in lat. 31° 0′ N., and long. 38° 52′ W.
8 Sept. Start Point N. by E. ½ E., distant 6 or 7 miles.
9 〃 Passed Portland Bill N. E. by E.; at noon Beachy Head S. 75° E. 6 m.
10 〃 Received a Pilot on board, and anchored in the Downs.

H. C. SHIP WALMER CASTLE, 1500 Tons, Captain LUKE DODD, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.			Longitude by Chro.			Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1808.				°	′		°	′						
April	6	6, Penang Harbour.	—	5	25	N.	100	22	E.	—	—	—	—	—
	9		4	5	37		93	23		—	32	40	24	409
	16	17, Equator.	7	1	30		93	46		13	131	—	24	367
	23		7	2	54	S.	93	51		53	106	—	9	268
	30		7	5	20		94	0		37	118	—	13	283
May	7		7	13	17		91	41		16	76	42	34	557
	14		7	18	25		79	57		8	43	80	37	740
	21		7	20	47		63	20		—	27	128	13	957
	28		7	25	22		55	50		5	85	78	—	619
June	4		7	29	12		40	12		3	21	144	—	907
	11		7	31	6		33	25		19	95	54	52	548
	18	18, African Coast.	7	34	38		24	23		31	85	—	68	475
	25	22, Cape Good Hope.	7	36	2		15	16		20	88	—	—	479
July	2		7	28	29		9	26		10	105	53	—	501
	10	10, St. Helena.	8	15	55		5	43	W.	3	21	168	—	1062
	23	22, Ascension Island.	6	6	26		16	2		1	5	138	—	760
	30	27, Equator.	7	7	5	N.	22	52		—	3	165	—	896
August	6		7	11	48		24	31		15	127	26	—	382
	13		7	20	21		33	34		—	44	84	40	708
	20		7	32	44		39	5		—	31	110	27	784
	27		7	43	2		31	53		—	66	102	—	714
Sept.	3	6, Lizard Point.	7	48	49		13	3		1	35	132	—	1000
	8	8, Downs.	5	51	22		1	27	E.	—	34	86	—	619
Total days 149 = 3576 hours.										235	1368	1630	341	13115
										1368				
Calms and light airs...										1603*	hours.			

REMARKS DURING THE VOYAGE HOMEWARD.

8	March.	Left China for Singapore and Malacca Straits.
18	"	Passed Pulo Timoan; at noon, Pulo Aor North, Pulo Pisang N. N. W. ½ W., and the Peak of Pulo Tingy W. ¼ N.
19	"	At noon, Barbucet Hill S. 81° W., Bintang Hill S. 10° W., and the outer Rock off Point Romania S. 71° W.
		NOTE. *The Walmer Castle was employed* 12 *Sea Logs between Pedro Branco and Pulo Penang, with a succession of calms, faint airs, and slight contrary currents.*
6	April.	Left Pulo Penang; Queda Hill E. by S., and Pulo Ladda from N. ½ E. to N. N. W.
17	"	Crossed the Equator, in long. 94° 40′ E.
8	May.	Entered the S. E. Trade, in lat. 13° 39′ S., & long. 90° 26′ E.
21	"	Lost the S. E. Trade, in lat. 20° 47′ S., & long. 63° 20′ E.
18	June.	Saw high land on the African Coast from North to N. W. by W. Sounded; ground 70 fathoms, coarse sand and broken shells.
22	"	Rounded the Cape of Good Hope, in lat. 35° 41′ S., & long. 18° 36′ E.
3	July.	Entered the S. E. Trade, in lat. 35° 50′ S., & long. 7° 21′ E.
10	"	Anchored off St. James's Town, St. Helena; Flagstaff S. S. W. 1½ mile.
18	"	Left St. Helena for England.
22	"	Off Ascension Island W. by N., distant 12 or 13 miles.
27	"	Crossed the Equator, in long. 22° 10′ W.
29	"	Lost the S. E. Trade, in lat. 5° 15′ N., & long. 22° 49′ W.
		NOTE. *Captain Dodd was* 14 *days between the Trades, with the usual calms and light airs.*
11	Aug.	Entered the N. E. Trade, in lat. 17° 25′ N., & long. 22° 50′ W.
21	"	Lost the N. E. Trade, in lat. 34° 48′ N., & long. 38° 47′ W.
6	Sept.	Saw the Lizard Lights N. N. E. ½ E., 6 leagues.
8	"	Anchored in the Downs in 10 fathoms.

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* Total period of detention from calms and light airs, between Pulo Penang and England, 1603 hours = 66d. 19h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP WINCHELSEA, 1300 Tons, Captain WILLIAM MOFFATT, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1809.				° ′	° ′					
April	6	6, Pulo Penang.	—	6 37 N.	96 52 E.	—	—	—	—	—
	9		3	5 53	94 29	2	18	14	38	301
	16	17, Equator.	7	1 19	94 48	13	112	—	43	403
	23		7	3 1 S.	93 53	56	100	—	2	274
	30		7	5 25	93 21	39	112	—	7	329
May	7		7	13 15	90 19	19	69	44	36	544
	14		7	18 26	79 18	9	66	93	—	743
	21		7	20 51	62 7	—	47	121	—	986
	28		7	25 23	54 14	2	83	53	30	611
June	4		7	29 12	38 27	1	28	139	—	908
	11	18, African Coast.	7	31 2	30 54	23	86	32	27	606
	18	22, Cape Good Hope.	7	34 40	24 40	43	72	—	53	510
	25		7	36 0	15 57	36	69	—	63	514
July	2		7	28 28	10 57	18	97	53	—	566
	9		7	16 55	1 37 W.	4	20	144	—	1020
	10	10, St. Helena.	1	15 55	5 46	8	1	—	15	81
	23	23, Island Ascension.	6	6 26 S.	15 46	1	—	131	—	803
	30	27, Equator.	7	7 21 N.	21 10	3	—	165	—	942
Aug.	6		7	11 53	24 8	19	117	—	32	415
	13		7	20 17	33 12	—	43	125	—	748
	20	6, Lizard Point.	7	32 43	37 38	1	26	141	—	828
	27	7, Portland Bill.	7	43 9	31 54	1	67	100	—	715
Sept.	8	8, Downs.	12	51 13	1 17 E.	7	64	96	41	1148
Total days 148 = 3552 hours.						317	1397	1451	387	13962
						1397				
				Calms and light airs...		1714*	hours.			

* Total period of detention from calms and light airs, between Pulo Penang and England, 1714 hours = 71d. 10h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

8 March. Left Macao Roads for Singapore and Malacca Straits: Grand Ladrone N. E. ½ N., distant 5 or 6 leagues.

18 " At noon, Pulo Tingy West; Pulo Timoan and Pulo Pisang in one, N. W. ½ N.; and Pulo Aor North, 8 or 9 miles.

19 " At noon, Mount Barbucet West, & Bintang Hill S. by W. ½ W.

NOTE. *Capt. Moffatt was engaged* 14 *Sea Logs in clearing the Straits between Pedro Branco and Pulo Penang; his passage through being attended with the usual vicissitudes of calms, faint airs, and slight contrary currents occasionally: smooth water all the time.*

6 April. At daylight Pulo Pera S. by W. ½ W., distant 3 or 4 leagues, and Pulo Bouton N. by E. ½ E. to E. N. E., dist. 6 or 7 leag.

17 " Crossed the Equator, in long. 94° 48′ E.

8 May. Entered the S. E. Trade, in lat. 13° 39′ S., & long. 90° 19′ E.

21 " Lost the S. E. Trade, in lat. 20° 47′ S., & long. 63° 44′ E.

17 June. Sounded; ground 50 fathoms, having fine green sand.

22 " Crossed the meridian of the Cape of Good Hope, in lat. 35° 40′ S. thick and hazy, no land in sight.

3 July. Entered the S. E. Trade, in lat. 36° 53′ S., & long. 7° 20′ E.

10 " Arrived at St. Helena; St. James's Church S. by W. ½ W.

18 " Left St. Helena for England; at noon, James' Town S. E., 7m.

23 " At sunset the Island of Ascension from S. E. ½ E. to S. by E., Cross Hill S. by E. ½ E., distant about 8 or 9 leagues.

27 " Crossed the Equator, in long. 21° 54′ W.

29 " Lost the S. E. Trade, in lat. 5° 15′ N., & long. 22° 46′ W.

NOTE. *The Winchelsea was delayed* 14 *days between the Trades, with the usual light weather.*

11 Aug. Entered the N. E. Trade, in lat. 17° 25′ N., & long. 22° 50′ W.

21 " Lost the N. E. Trade, in lat. 34° 48′ N., & long. 38° 54′ W.

6 Sept. Saw the Lizard N. N. E., distant 6 leagues.

7 " At noon, the Bill of Portland N. W. ½ N., off shore about 9 or 10 leagues.

8 " Anchored in the Downs in 10 fathoms.

H. C. SHIP BATAVIA, 660 Tons, Captain JOHN MAYNE, from BENGAL towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs. °	′	Longitude by Chro. °	′	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1812.												
April	3	3, Sand Heads.	—	22	36 N.	88	26 E.	—	—	—	—	—
	12		10	11	36	87	50	18	182	—	40	639
	19	21, Equator.	7	5	20	93	40	6	158	—	4	448
	26		7	5	25 S.	92	0	—	90	78	—	639
May	3		7	8	34	73	49	70	68	—	30	286
	10	16, Rodrigue Island.	7	16	19	61	37	—	—	168	—	1155
	17		7	20	14	60	10	7	51	110	—	707
	19	19, Isle of France.	2	20	10	57	28	15	8	—	25	212
June	7	2, Isle of Bourbon.	9	22	50	50	4	22	91	44	59	544
	14	18, Off Natal.	7	29	51	36	49	—	50	118	—	887
	21		7	36	30	22	50	3	83	40	42	606
	28		7	34	44	21	10	39	77	19	33	418
July	5		7	35	43	23	6	72	91	—	5	212
	12	10 Cape Good Hope.	7	31	29	11	56	4	67	97	—	815
	19		7	20	34	2	24	—	43	125	—	851
	24	24, St. Helena.	5	15	55	5	43 W.	6	21	47	46	609
Sept.	6	6, Ascension Island.	6	7	30	14	25	—	8	136	—	806
	13	10, Equator.	7	3	57 N.	20	50	—	31	137	—	818
	20		7	11	20	24	55	2	77	20	69	684
	27		7	20	11	21	45	—	35	100	33	699
Oct.	4		7	30	18	34	5	5	39	62	62	701
	11		7	36	32	33	53	8	120	—	40	469
	18	23, Portland Bill.	7	45	12	18	20	9	39	120	—	895
	24	24, Isle of Wight.	6	50	49	1	6	—	19	125	—	888
Total days 157 = 3768 hours.								286	1548	1446	488	14988
								1548				
						Calms and light airs...		1834*	hours.			

REMARKS DURING THE VOYAGE HOMEWARD.

3	April.	Left the Sand Heads for St. Helena and England.
21	"	Crossed the Equator, in long. 89° 22′ E.
1	May.	Entered the S. E. Trade, in lat. 6° 4′ S., & long. 93° 54′ E.
14	"	Lost the S. E. Trade, in lat. 19° 17′ S., & long. 65° 56′ E.
16	"	Saw the Island of Rodrigue S. E., 5 leagues.
19	"	Anchored at Port Louis, Isle of France.
30	"	Left Mauritius for St. Helena; Town of Port Louis S. E.
2	June.	Saw the Isle of Bourbon S. by W. to W. by S. ½ S. dist. 3 leag.
3	"	Passed the Island of Bourbon, from S. by E. to S. W.
18	"	Saw the Land of Natal, from N. N. E. to N. W., 10 leagues.
19	"	Land seen from N. E. ½ E. to N. W. by N., dist. 8 or 10 miles.
10	July.	Rounded the Cape of Good Hope, in lat. 35° 10′ S.
		NOTE. *Captain Mayne saw Point Natal on the 18th June, between which, and the 10th of July (a period of 22 days), gales of wind, with occasional light airs and calms, were experienced: had steam-assistance been in use during the period of moderate weather and smooth water (which continued for several days), previous to gales returning, his ship could have doubled the Cape of Good Hope, and thereby have saved much valuable time, as well as expence in wear and tear of sails, yards, masts, and rigging, which is very considerable during so long a period.*
24	"	Anchored at St. Helena, *after a passage of 36 days from seeing Natal, having experienced nothing but variable winds and calms, with unsettled weather the whole time.*
1	Sept.	Left St. Helena for England, after remaining there 37 days.
6	"	Passed Ascension Island N. W. by W., distant 3 leagues.
10	"	Crossed the Equator, in long. 19° 40′ W.
13	"	Lost the S. E. Trade, in lat. 3° 37′ N., & long. 20° 50′ W.
18	"	Entered the N. E. Trade, in lat. 10° 27′ N., & long. 23° 17′ W.
3	Oct	Lost the N. E. Trade, in lat. 29° 24′ N., & long. 35° 34′ W.
23	"	At noon, the Bill of Portland N. N. E., distant 3 leagues.
24	"	Arrived off the Isle of Wight, and proceeded up Channel.

* Total period of detention from calms and light airs, between the Sand Heads and England, 1834 hours = 76d. 10h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. Ship JAMES SIBBALD, 760 Tons, Captain John Blanshard, from Bombay towards England.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
				° ′	° ′					
1813.										
Decem.	24	24, Bombay.	—	18 56 N.	72 54 E.	—	—	—	—	—
	26	28, Pigeon Island.	3	15 34	73 13	1	29	—	42	262
1814.										
Jan.	2	5, Cochin Harbour.	7	11 14	75 15	10	140	—	18	375
	9	10, Cape Comorin.	7	8 11	77 9	26	121	21	—	377
	12	12, Point de Galle.	3	6 1	80 20	1	28	30	13	226
	16	16, Equator.	4	0 27 S.	81 50	5	25	25	41	418
	23		7	7 2	85 10	14	106	—	48	456
	30		7	15 14	78 50	—	56	112	—	758
Feb.	6		7	24 38	65 20	3	31	134	—	784
	13		7	27 54	48 22	1	9	158	—	1050
	20		7	32 22	32 49	—	31	137	—	873
	27	24, Point Natal.	7	35 9	22 20	8	78	82	—	683
March	1	1, Cape Good Hope.	2	34 29	18 23	7	8	—	33	210
	6		2	33 45	16 40	—	43	—	5	123
	13		7	23 43	4 34	1	31	134	—	775
	18	18, St. Helena.	5	15 55	5 43 W.	—	4	144	—	740
April	3	1, Ascension Island.	8	5 24	16 49	7	11	150	24	951
	10	7, Equator.	7	2 48 N.	22 42	5	92	41	30	570
	17		7	5 30	26 16	2	131	—	35	479
	24		7	16 51	35 38	—	7	161	—	860
May	1		7	27 8	42 40	10	23	135	—	704
	8		7	34 38	37 16	—	64	104	—	726
	15	29, Start Point.	7	44 29	30 50	4	74	27	63	566
	22	30, Isle of Wight.	7	48 0	12 42	13	30	125	—	834
	31	31, Dungeness Point.	9	50 55	0 58 E.	15	132	28	41	679
Total days 148 = 3552 hours.						133	1304	1722	393	13476
						1304				
				Calms and light airs…		1437*	hours.			

* Total period of detention from calms and light airs, between Bombay and England, 1437 hrs. = 59d. 21h. during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

	1813.	
24	Dec.	Left Bombay for the Cape, St. Helena, and England.
28	"	Pigeon Is. N.E. by E., & the low land from E.S.E. to S. by E.
	1814.	
3	Jan.	A high Peak seen through the haze, N. E. by E.
5	"	Off Cochin Harbour, the Flagstaff N. N. E., 3 miles.
9	"	At noon, Cape Comorin seen from the main-top S. 73° E.
10	"	Off Cape Comorin, East; and extremes of the land from N. N. W. to N. N. E., off shore about 4 leagues.
11	"	At noon, Haycock Hill seen from the deck N.E. by E. ½ E.
12	"	Arrived and anchored in Point de Galle Roads; a few hours after weighed again, and left for the Cape of Good Hope.
16	"	Crossed the Equator, in long. 81° 29′ E.
25	"	Entered the S. E. Trade, in lat. 9° 7′ S., & long. 85° 8′ E.
30	"	Lost the S. E. Trade, in lat. 16° 38′ S., & long. 77° 14′ E.
24	Feb.	Saw the land about Point Natal, dist. 15 leagues.
25	"	High land seen from the deck N. W. by W. to N. by E. Sounded in 65 fathoms, fine sand and small shells.
1	March.	Anchored in Table Bay (Cape Good Hope), 7 fathoms.
4	"	Left the Cape of Good Hope for St. Helena.
10	"	Entered the S. E. Trade, in lat. 28° 12′ S., & long. 10° 4′ E.
18	"	Arrived at St. Helena; St. James's Church S. by W. ½ W.
26	"	Left St. Helena for England.
1	April.	Passed the Island of Ascension S. S. E., distant 12 miles.
6		Lost the S. E. Trade, in lat. 1° 20′ S., & long. 20° 24′ W.
		Note. *Captain Blanshard was delayed a week between the Trades by calms and light baffling airs.*
7	"	Crossed the Equator, in long. 21° 24′ W.
14	"	Entered the N. E. Trade, in lat. 3° 36′ N., & long. 23° 17′ W.
3	May.	Lost the N. E. Trade, in lat. 28° 50′ N., & long. 44° 20′ W.
29	"	At noon, Start Point N. N. E., the low land N. W. to N. by E.
30	"	Passed the Bill of Portland, and the Isle of Wight.
31	"	Anchored off Dungeness, the Lighthouse S. W.

H. C. Ship WILLIAM PITT, 819 Tons, Captain Charles Graham, from Bengal towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
				°	′	°	′					
1817.												
Dec.	9	9, Sand Heads.	—	21	1 N.	88	33 E.	—	—	—	—	—
	14		6	9	40	87	50	—	38	82	24	758
	21	24, Equator.	7	1	3	87	14	24	74	27	43	572
	28		7	6	33 S.	88	56	12	85	29	42	569
1818.												
Jan.	4		6	10	12	87	39	15	108	—	21	358
	11		7	20	51	73	49	—	19	149	—	1017
	18		7	26	13	54	41	5	13	150	—	1055
	25		7	31	32	35	8	2	14	152	—	1105
Feb.	1	1, Cape Lagullas.	7	34	59	20	16	8	38	100	22	813
	8	2, Cape Hanglip.	7	22	51	2	44	—	4	164	—	1126
	12	12, St. Helena.	4	15	55	5	43 W.	1	2	93	—	608
March	1		4	13	45	7	55	11	82	3	—	178
	8	8, Ascension Island.	7	8	3	14	8	2	133	—	33	473
	15		7	0	6	20	15	9	82	27	50	346
	22	16, Equator.	7	4	21 N.	26	52	4	92	44	28	551
	29		7	11	36	35	41	6	58	70	34	728
April	5		7	20	35	39	3	12	48	82	26	736
	12		7	29	33	35	38	8	89	50	21	638
	19	29, Scilly Islands.	7	42	20	28	34	2	45	101	20	886
	26	30, Bill of Portland.	7	46	50	13	1	1	65	102	—	812
May	1	1, Dungeness.	5	50	55	0	58 E.	5	18	80	17	687
Total days 130 = 3120 hours.								127	1107	1505	381	14016
								1107				
				Calms and light airs...				1234*	hours.			

* Total period of detention from calms and light airs, between the Sand Heads and England, 1234 hours = 51d. 10h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1817.		
9	Dec.	Left the Sand Heads for St. Helena and England.
24	"	Crossed the Equator, in long. 87° 31′ E.
1818.		
3	Jan.	Entered the S. E. Trade, in lat. 8° 52′ S., & long. 88° 26′ E.
16	"	Lost the S. E. Trade, in lat. 24° 54′ S., & long. 61° 10′ E.
31	"	Saw the high land on the African Coast N. E. by E. ½ E.
1	Feb.	Off Cape Lagullas N. W. ½ W., and Sandy Hills N. by E. ½ E.
2	"	Saw Cape Hanglip from the poop, N. N. E. ½ E.
7	"	Entered the S. E. Trade, in lat. 24° 32′ S., & long. 5° 12′ E.
12	"	At noon, off St. Helena; Barn Point N. W. ¾ W., and the extremes of the Island from N. by E. to N. W. by W. ½ W.
13	"	Anchored at St. Helena; the Church in St. James's Valley S. by W. ½ W.
26	"	Left St. Helena for England with a light S. E. Trade.
8	March.	Off Ascension Isl.; extremes from N. W. by W. to N. by W ½ W.
14	"	Lost the S. E. Trade, in lat. 1° 14′ S., & long. 20° 4′ W.
16	"	Crossed the Equator, in long. 20° 15′ W.
		Note. *The William Pitt was 13 days between the S. E. and N. E. Trades, having the usual calms and light baffling airs so very prevalent in this part of the voyage (smooth water all the time).*
27	"	Entered the N. E. Trade, in lat. 8° 44′ S., & long. 33° 49′ W.
7	April.	Lost the N. E. Trade, in lat. 22° 38′ S., & long. 37° 41′ W.
29	"	Saw land from the mast-head, N. N. E. ½ E.
30	"	Bill of Portland seen N. W. by N., & St. Alban's Head N. E.
1	May.	Arrived off Dungeness, and proceeded for the Downs.

H. C. Ship CASTLE HUNTLY, 1400 Tons, Captain Henry Drummond, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1819.				°	′	°	′					
March	30	30, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
April	4		6	9	36	101	53	36	81	—	27	282
	11		7	17	53	87	43	3	39	126	—	1025
	18		7	24	30	63	16	—	—	168	—	1264
	25		7	25	52	53	8	5	84	32	47	633
May	2		7	30	20	38	13	16	34	100	18	919
	9	5, Point Natal.	7	35	12	19	9	3	60	68	37	970
	16	10, Cape Good Hope.	7	25	56	4	50	5	64	74	25	794
	24	24, St. Helena.	8	15	55	5	43 W.	18	35	98	41	844
June	6	3, Ascension Island.	7	2	40	19	39	—	—	168	—	1165
	13	8, Equator.	7	5	32 N.	22	32	31	62	37	38	503
	20		7	13	13	31	28	4	56	108	—	673
	27		7	27	2	39	26	1	13	154	—	956
July	4		7	38	14	37	51	13	35	75	45	693
	11		7	43	0	30	28	23	96	—	49	272
	18		7	42	43	21	22	1	93	32	42	538
	25	27, Lizard Point.	7	50	8	7	23	—	76	92	—	770
	30	30, Beachy Head.	5	50	44	0	15 E.	5	81	—	34	381
Total days 117 = 2808 hours.								164	909	1332	403	12682
								909				
							Calms and light airs...	1073*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 1073h. = 44d. 17h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1819.		
11	Mar.	Left Macao Roads, with a fresh N. E. Monsoon, for Gaspar and Sunda Straits; at sunset, Grand Ladrone N. N. E.
18	"	At noon, the body of the Middle Anambas S. W. by W. ½ W.
19	"	Lost the N. E. Monsoon, in lat. 2° 0′ N., & long. 107° 10′ E.
20	"	At noon, Camel's Hump S. by E., Saddle Island E. by S.
21	"	" the I. of St. Julian just seen from the poop E. by N. ½ N.
24	"	" Wilson's Hummock N. W. ½ W.
25	"	Passed Wilson's Hummock N. W. ½ N., Entrance Point N. ½ W.
26	"	At noon, North Brother S. 82° E., Knob Hill W. by S. ½ S.
27	"	Anchored in Anjer Roads; the Flagstaff S. ½ E.
29	"	At noon, Crockatoa Peak W. by N. ½ N., Tamarind N. W. by N.
30	"	At sunset, extremes of Princes Island S. S. W. to S. W. ½ W.
6	April.	Entered the S. E. Trade, in lat. 11° 40′ S., & long. 101° 37′ E.
19	"	Lost the S. E. Trade, in lat. 25° 16′ S., & long. 60° 32′ E.
5	May.	Saw distant land about Natal, from N. W. to West.
8	"	Sounded; ground 48 fathoms, stones and shells.
10	"	Passed Table Mountain (Cape of Good Hope) N. E. ½ E.
11	"	Entered the S. E. Trade, in lat. 33° 17′ S., & long. 14° 28′ E.
24	"	Anchored off St. James's Town, St. Helena; the Church S. by W.
30	"	Left St. Helena for England; at sunset, the Island S. E. 10 lea.
3	June.	Passed Ascension Island S. E. by S., 15 or 16 miles.
7	"	Lost the S. E. Trade, in lat. 1° 14′ S., & long. 20° 55′ W.
8	"	Crossed the Equator, in long. 21° 26′ W.
		Note. *The Castle Huntly was detained seven days between the Trades by calms and light airs.*
15	"	Entered the N. E. Trade, in lat. 7° 0′ N., & long. 24° 12′ W.
26	"	Lost the N. E. Trade, in lat. 24° 40′ N., & long. 39° 25′ W.
24	July.	Sounded; ground 80 fathoms, fine sand, with small stones.
27	"	Saw the Lizard E. N. E.; at noon, Start Point N. W.
30	"	Arrived off Beachy Head, and received a Pilot on board.

H. C. SHIP DUNIRA, 1325 TONS, Captain MONTGOMERIE HAMILTON, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1819.				°	′	°	′					
May	5	5, Java Head.	—	6	35 S.	105	15 E.	—	—	—	—	—
	9		4½	13	19	91	58	—	—	108	—	920
	16		7	21	35	69	53	—	—	168	—	1372
	23		7	25	1	53	31	2	18	122	26	1004
	30		7	30	26	36	34	4	30	110	24	1046
June	6	4, African Coast.	7	32	20	29	54	17	32	55	64	573
	13	5, Mid. Pt. of Natal.	7	34	56	22	27	7	29	38	94	638
	20	20, Cape Good Hope.	7	34	17	18	20	21	26	78	48	555
	27		7	23	42	3	55	2	6	160	—	1076
July	3	3, St. Helena.	6	15	55	5	43 W.	—	—	144	—	804
	18	13, Ascension Island.	10	2	3 N.	23	10	—	—	240	—	1476
	25	17, Equator.	7	10	43	25	31	1	106	27	34	527
Aug.	1		7	16	32	32	21	1	52	67	48	687
	8		7	31	44	43	37	—	—	128	40	1046
	15		7	36	46	38	50	32	48	60	28	574
	22	19, Corvo and Flores.	7	41	43	23	6	15	21	100	32	918
	29		7	47	54	14	20	6	17	125	20	751
Sept.	1	1, Lizard Point.	4	50	4	5	11	—	—	96	—	610
Total days 115½ = 2772 hours.								108	385	1821	458	14577
								385				
				Calms and light airs...				493*	hours,			

* Total period of detention from calms and light airs, between Java Head and England, 493 hours = 20d. 13h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1 April. Left Macao Roads for Gaspar and Sunda Straits.
" " Passed Apomée Point, seen from the deck N. W.
9 " At noon, Grand Natuna E. S. E., Saddle Island N. E. ½ N.
10 " " Low Isl. S. E. by E. ½ E. & Haycock Isl. E. by N. ½ N. 10 miles.

NOTE. *Captain Hamilton, from a long continuance of faint airs, calms, and slight contrary currents, was 28 Sea Logs on his passage from the South Anambas to Princes Island, the distance being only 578 m. For particulars of this long delay, vide* "STRAITS," *page 42.*

5 May Entered the S. E. Trade, in lat. 6° 35′ S., & long. 105° 15′ E.
16 " Lost the S. E. Trade, in lat. 21° 36′ S., & long. 69° 53′ E.
4 June. High land on the African Coast just discernible, N. W. by N.
5 " Land seen about the Middle Point of Natal, N. N. E. to N. W.
8 " At noon, extremes of the land from N. E. to N. W. by N.
19, 20, 21 " Table Mountain (Cape of Good Hope) N. by E. Lion's Rump, with the extremes of the land, were seen, with various bearings, for 3 days successively, owing to adverse winds.

NOTE. *It is very probable that the Dunira would have escaped the delay she experienced between making the African Coast and rounding the Cape (a period of 22 days), had the passage through the Straits been of shorter duration.*

24 " Entered the S. E. Trade, in lat. 29° 50′ S., and long. 12° 3′ E.
3 July. Arrived at St. Helena, and anchored off St. James's Town.
9 " Left St. Helena for England, with a fresh S. E. Trade.
13 " Passed the Island of Ascension, bearing, at noon, S. S. E.
17 " On the Equator, by observation, in longitude 21° 58′ W.
19 " Lost the S. E. Trade, in lat. 4° 20′ N., & long. 23° 22′ W.

NOTE. *The Dunira was 10 days between the Trades, with calms and light variable winds.*

29 " Entered the N. E. Trade, in lat. 12° 48′ N., & long. 27° 6′ W.
8 Aug. Lost the N. E. Trade, in lat. 31° 44′ N., & long. 43° 37′ W.
19 " Passed the Islands of Corvo and Flores N. E. ½ E.
1 Sept. Lizard Lighthouses N. by E., and proceeded up Channel.

H. C. SHIP ASIA, 958 Tons, Captain THOMAS BALDERSTON, from MADRAS towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1819.				°	′	°	′					
Jan.	25	25, Madras Roads.	—	13	4 N.	80	21 E.	—	—	—	—	—
Feb.	1		7	6	12	79	30	5	76	62	25	646
	4	4, Colombo Roads.	4	7	8	80	18	—	27	22	47	495
	13	10, Point de Galle.	1	6	14	86	14	—	15	—	9	37
	14	17, Equator.	3	6	29	83	6	4	56	12	—	246
	21		7	4	17 S.	84	53	4	64	74	26	739
	28		7	15	19	79	0	4	83	69	12	618
March	7		7	24	41	58	46	—	—	168	—	1293
	14		7	29	4	40	32	5	18	145	—	1163
	21	20, Highland of Natal	7	32	30	29	14	19	57	68	24	706
	29	29, Cape Good Hope.	8	34	37	18	39	8	69	81	34	830
April	4		5	26	23	6	46	—	38	82	—	747
	11	11, St. Helena.	7	15	55	5	43 W.	12	46	110	—	956
	25		10	4	12	14	24	—	42	198	—	1391
May	2	30, Equator.	7	2	50 N.	22	44	48	110	—	10	282
	9		7	13	11	34	19	3	26	139	—	889
	16		7	22	47	37	6	14	80	23	74	649
	23		7	25	57	39	59	49	98	—	21	319
	30		7	30	20	41	35	15	95	28	30	418
June	6		7	35	44	38	56	37	81	—	40	405
	13		7	40	39	34	53	14	80	62	12	586
	20		7	47	1	21	42	4	68	96	—	782
	26	26, Isle of Wight.	6	50	37	1	12	1	29	114	—	885
Total Days 142 = 3408 hours.								246 1258	1258	1540	364	15082
				Calms and light airs…				1504*	hours.			

REMARKS DURING THE VOYAGE HOMEWARD.		
1819.		
25	Jan.	Left Madras Roads for Colombo; St. Thomas's Mount, S.W.
28	"	Saw Friar's Hood, West, distant 4 leagues.
4	Feb.	Anchored in Colombo Roads; Flagstaff S. S. E.
6	,	Left Colombo Roads for Point de Galle.
10	"	Anchored in Point de Galle Roads.
13	"	Left Point de Galle for the Cape of Good Hope.
17	,	Crossed the Equator, in long. 83° 25′ E.
1	March.	Entered the S. E. Trade, in lat. 16° 57′ S., & long. 76° 50′ E.
12		Lost the S. E. Trade, in lat. 28° 16′ S., and long. 43° 55′ E.
20		Saw the land about Natal, just in sight from the deck.
29		Anchored in Table Bay, Cape of Good Hope.
31		Left the Cape of Good Hope for St. Helena.
1	April.	Entered the S. E. Trade, in lat. 30° 47′ S., & long. 13° 2′ E.
11		Arrived off St. James's Town, St. Helena; the Church S. S. W.
16		Left St. Helena for England.
22	"	Lost the S. E. Trade, in lat. 4° 48′ S., & long. 18° 2′ W.
		NOTE. *The Asia was delayed* 11 *days between the S. E. and N. E. Trades, with calms and light airs (smooth water all the time). The necessity of auxiliary aid in this locality is very apparent.*
30	"	Crossed the Equator, in long. 20° 32′ W.
3	May.	Entered the N. E. Trade, in lat. 3° 20′ N., & long. 29° 41′ W.
13	,	Lost the N. E. Trade, in lat. 20° 17′ N., & long. 38° 10′ W.
26	June.	Arrived off the Isle of Wight, and proceeded up Channel.

* Total period of detention from calms and light airs, between Madras Roads and England, 1504 hours = 62d. 16h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. Ship WINDSOR, 1400 Tons, Captain John R. Franklin, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1820.				° ′	° ′					
Feb.	24	24, Java Head.	—	6 48 S.	105 11 E.	—	—	—	—	—
	27		4	10 30	103 3	—	37	19	40	354
March	5		7	13 6	100 56	22	119	—	27	358
	12		7	19 15	97 7	—	98	70	—	717
	19		7	24 37	70 30	—	—	168	—	1529
	26		7	29 13	51 10	—	16	152	—	1091
April	2	7, Cape Lagullas.	7	32 15	34 12	2	30	106	30	897
	9	8, Cape Good Hope.	7	32 48	12 57	1	13	154	—	1085
	16		7	21 47	0 7 W.	1	26	141	—	957
	20	20, St. Helena.	4	15 55	5 44	2	28	10	56	481
	30		6	6 17	13 45	—	37	87	20	712
May	7	2, Ascension Island. 5, Equator.	7	2 58 N.	22 3	—	52	116	—	790
	14		7	10 44	29 31	—	14	130	24	821
	21		7	34 35	40 32	2	19	147	—	1092
	28		7	36 21	42 40	7	42	109	10	765
June	4		7	44 39	26 42	—	13	155	—	952
	11	17, Eddystone.	7	45 40	15 52	4	42	104	18	716
	18	18, Beachy Head.	7	50 44	0 15 E.	—	10	136	22	871
Total days 112 = 2688 hours.						41	596	1804	247	14188
						596				
					Calms and light airs...	637*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 637 hours = 26d. 13h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

3	Feb.	Left Macao Roads for Gaspar and Sunda Straits; at sunset, Macao Town W. N. W., Carbaretto Point W. by N., Cowow W. by S., and the Grand Ladrone E. by N.
5	"	Saw the high land of Tsing-lang-so from the deck W. by N. ½ N.
14	"	At noon, North Natuna E. ½ S., and Saddle Island S.S.E. ½ E.
15	"	" the North Anambas seen from the mast-head S.W. by W., Cocos Island E.N.E., & Haycock Island E.S.E.
		Note. *In consequence of a series of alternate light airs and calms, the Windsor was employed* 11 *Sea Logs between the Anambas and Java Head.*
25	"	At noon, Keyser's Isl. N. by E., Peak of Crockatoa N. E. ½ E., Princes Island E. by S., and Java Head S. E. by E.
8	Mar.	Entered the S. E. Trade, in lat. 17° 12′ S., & long. 103° 58′ E.
25	"	Lost the S. E. Trade, in lat. 28° 30′ S., & long. 53° 44′ E.
7	April.	Sounded; ground 87 fathoms, coarse sand and shells: at noon, Cape Lagullas N. W., 32 leagues by calculation.
8	"	Rounded the Cape of Good Hope, in lat. 35° 10′ S., and long. 18° 10′ E.
11	"	Entered the S. E. Trade, in lat. 28° 24′ S., & long. 7° 36′ E.
20	"	Anchored off St. James's Valley, St. Helena; the Church S. by E.
25	"	Left St. Helena; at sunset, the Island S. S. E. ½ E., 12 lea.
2	May.	Saw the Island of Ascension E. by N., distant 3 leagues.
4	"	Lost the S. E. Trade, in lat. 1° 24′ S., & long. 19° 33′ W.
		Note. *Captain Franklin experienced 5 days' delay between the Trades, in consequence of prevailing calms and light airs. The extreme smoothness of the water would have been favourable for the application of steam-power.*
5	"	Crossed the Equator, in long. 20° 31′ W.
9	"	Entered the N. E. Trade, in lat. 5° 18′ N., & long. 21° 42′ W.
19	"	Lost the N. E. Trade, in lat. 22° 20′ N., & long. 38° 32′ W.
17	June.	Passed the Eddystone Lighthouse N. by E. ½ E., 6 miles.
18	"	Arrived off Beachy Head E. N. E., 10 or 11 miles.

H. C. SHIP WILLIAM PITT, 819 Tons, Captain CHARLES GRAHAM, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1820.				°	′	°	′					
March	28	28, Lintin.	—	23	8 N.	113	3 E.	—	—	—	—	—
April	2		6	21	24	114	34	34	59	30	21	412
	9	6, Pulo Sapata.	7	16	36	110	36	11	63	71	23	794
	16	17, Grand Natuna, in sight 6 days.	7	5	59	109	13	67	70	—	31	245
	23	25, St.Barbe&St.Esprit	7	4	52	107	14	23	135	—	10	333
	30	28, Equator.	7	1	53 S.	107	25	36	110	22	—	318
May	7	1, Gaspar Island, in sight 7 days.	7	2	37	106	16	67	91	—	10	249
	14		7	5	0	104	58	115	46	—	7	136
	21	8, Brothers.	7	6	41	102	12	33	67	38	30	323
	28	10, Crockatoa.	7	11	2	90	34	2	20	146	—	840
June	4	17, Java Head.	7	17	21	71	43	—	21	147	—	1000
	11		7	21	58	56	56	2	33	120	13	856
	18		7	23	28	41	31	—	44	124	—	938
	25		7	27	40	34	49	4	123	—	41	333
July	2	2, African Coast.	7	31	5	25	24	4	98	50	16	618
	9	7, High land seen.	7	35	16	23	45	—	154	—	14	409
	16	13, Cape Good Hope.	7	36	3	14	25	32	31	105	—	692
	26	26, St. Helena.	10	15	55	5	43 W.	—	49	178	13	1336
August	13	12, Ascension Island.	6	4	35	17	15	4	10	130	—	1002
	20	15, Equator.	7	9	20 N.	23	16	—	11	157	—	884
	27		7	18	32	31	41	—	60	72	36	740
Sept.	3		7	29	4	27	30	—	48	100	20	755
	10		7	31	7	37	10	10	36	122	—	824
	17	12, Corvo and Flores.	7	42	55	24	52	8	73	60	27	688
	26	26, Beachy Head.	9	50	44	0	15 E.	6	16	176	18	1317
Total days 171 = 4104 hours.								458	1468	1948	330	16062
								1468				
				Calms and light airs…				1926*	hours.			

* Total period of detention from calms and light airs, between Lintin and England, 1926 hours = 80d. 6h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1820.

28 March. Left Lintin with a steady N.E. Monsoon for the Straits of Gaspar and Sunda.

6 April. Saw Pulo Sapata from the poop, S.W. by W., dist. 20 miles.

NOTE. *Captain Graham, on his homeward passage through the Straits, was, in consequence of calms, 6 days off Grand Natuna, and, from the same cause, 7 days in sight of Gaspar Island. The serious delay experienced by the William Pitt (30 days), wholly from want of wind, points out the immense advantages that must be derived by the occasional application of steam-power as an auxiliary aid. —For particulars, vide* " STRAITS," *page* 43.

15 〃 At noon, the Carpenters W. ½ S.; Friar's Rock S.W.

16 〃 〃 the Peak on Princes Island N. by E.

17 〃 At sunset, the high land of Java just seen N. by E. ½ E.

26 〃 Entered the S.E. Trade, in lat. 15° 26′ S., & long. 94° 51′ E.

11 June. Lost the S. E. Trade, in lat. 23° 50′ S., & long. 57° 30′ E.

2 July. Saw the high land on the coast of Africa, N. by E. ½ E.

7 〃 Saw high land from the mast-head, bearing N.W. by W.

13 〃 Crossed the meridian of the Cape of Good Hope, in lat. 36° 7′ S.

18 〃 Entered the S. E. Trade, in lat. 28° 27′ S., & long. 7° 34′ E.

26 〃 Arrived at St. Helena, and anchored off St. James's Valley.

7 Aug. Left St. Helena for England.

12 〃 Passed the Island of Ascension, extremes from N.E. to N. by E.

15 〃 Crossed the Equator, in long. 19° 50′ W.

19 〃 Lost the S.E. Trade, in lat. 6° 46′ N., & long. 21° 49′ W.

NOTE. *Captain Graham was detained a week between the Trades by calms and light winds.*

26 〃 Entered the N.E. Trade, in lat. 13° 44′ N., & long. 26° 11′ W.

3 Sept. Lost the N.E. Trade, in lat. 29° 6′ N., & long. 36° 47′ W.

12 〃 Passed the Islands Corvo and Flores, N. N. W. 8 leagues.

26 〃 Arrived off Beachy Head, and received a Pilot on board.

H. C. SHIP ASIA, 958 Tons, Captain THOMAS BALDERSTON, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1821.				°	′	°	′					
March	5	5, Princes Island.	7	6	35 S.	105	12 E.	47	53	—	68	474
	11		7	14	10	94	33	13	74	62	19	708
	18		7	18	48	81	10	—	43	100	25	785
	25		7	23	25	60	53	4	21	143	—	1164
April	1		7	31	18	37	52	1	22	145	—	1369
	8	9, Cape Good Hope.	7	35	59	19	30	2	48	118	—	877
	15		7	23	30	4	10	1	56	111	—	991
	20	20, St. Helena.	5	15	55	5	43 W.	—	17	97	6	770
	29	30, Ascension.	4	8	33	15	8	—	—	96	—	686
May	6	3, Equator.	7	4	22 N.	23	15	8	54	92	14	866
	13		7	15	16	35	7	—	21	147	—	995
	20		7	26	56	38	46	18	52	—	98	693
	27		7	33	15	38	9	34	94	—	40	397
June	3	7, Portland Bill.	7	47	30	17	10	4	—	164	—	1336
	8	8, Dungeness.	5	50	55	0	58 E.	—	18	78	24	729
Total days 98 = 2352 hours.								132	573	1353	294	12540
								573				
						Calms and light airs...		705*	hours.			

REMARKS DURING THE VOYAGE HOMEWARD.

17	Feb.	Left Macao, with a steady N. E. Monsoon, for Gaspar and Sunda Straits; Potoe Island E. ½ N., 7 or 8 miles.
24	〃	At noon, Grand Natuna seen from the poop, S. 75° W.
25	〃	Passed Grand Natuna. Lost the N. E. Monsoon, in lat. 2° 5′ N., and long. 107° 36′ E.
26	〃	At sunrise, the Island of St. Barbe, N. 75° W. dist. 5 leagues.
27	〃	At noon, Gaspar Island seen from the deck, S. W. ½ W.
28	〃	〃 West Island N. by E., Pulo Leat N. E., Entrance Point W. by S., & Rocky Point N.W. by W.; off shore 5 m.
1	March.	Passed Wilson's Hummock N.W. ½ N. & Banca Is. N.W. by W.
2	〃	At noon, the Brothers S. E. by S. 1½ mile, and the extremes of the Sumatra Shore from S. W. to W. by N.
3	〃	〃 Stroom Rock E. by N., Thwart the Way E. S. E., Hog Point W. by N., & Peak of Crockatoa W. by S.
4	〃	Crockatoa Island S. E. ½ S., and Rajah Bassa E. N. E.
5	〃	At sunset, Princes Island S. E. by S., & extreme of Sumatra NW.
8	〃	Entered the S. E. Trade, in lat. 9° 25′ S., & long. 101° 25′ E.
22	〃	Lost the S. E. Trade, in lat. 22° 38′ S., & long. 68° 24′ E.
9	April.	Passed the Cape of Good Hope, just seen from the deck N.E.
13	〃	Entered the S. E. Trade, in lat. 26° 30′ S., & long. 6° 0′ E.
20	〃	Anchored at St. Helena; St. James's Church S. by W.
26	〃	Left St. Helena for England.
30	〃	Ascension Island just in sight from the deck E. by S. ½ S.
3	May.	Crossed the Equator, in long. 21° 48′ W.
4	〃	Lost the S. E. Trade, in lat. 2° 30′ N., & long. 22° 36′ W.
NOTE.		*Capt. Balderston had less detention between the S. E. & N. E. Trades than is usual; but in other parts of the homeward voyage, leaving Sunda Straits, off the Cape, &c. he experienced frequent delays from calms and light airs.*
6	〃	Entered the N. E. Trade, in lat. 4° 22′ N., & long. 23° 10′ W.
18	〃	Lost the N. E. Trade, in lat. 26° 10′ N., & long. 39° 4′ W.
7	June.	Off the Bill of Portland, N. N. E., distant 12 or 13 miles.
8	〃	Arrived off Dungeness Lighthouse, E. by N. ½ N.

* Total period of detention from calms and light airs, between Princes Island and England, 705 hours = 29d. 9h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. Ship BOMBAY, 1200 Tons, Captain Joseph Staunton, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1821.				° ′	° ′					
Dec.	29	29, Java Head.	—	6 48 S.	105 11 E.	—	—	—	—	—
1822.										
Jan.	6		9	16 56	80 32	12	35	169	—	1475
	13		7	29 39	60 45	—	—	168	—	1215
	20		7	28 59	48 59	13	59	30	66	642
	27	2, Cape Lagullas.	7	33 37	31 17	14	16	100	38	1000
Feb.	3	3, Cape Good Hope.	7	34 22	18 24	5	76	51	36	745
	17		4	26 16	6 51	—	—	80	16	741
	22	22, St. Helena.	5	15 55	5 43 W.	11	31	78	—	908
March	3	2, Ascension Island.	6	5 33	17 4	—	40	104	—	946
	10	6, Equator.	7	2 44 N.	20 41	36	73	—	59	458
	17		7	6 54	29 27	4	79	32	53	605
	24		7	22 18	39 45	—	—	168	—	1158
	31		7	37 3	33 20	11	36	90	31	967
April	7	2, Corvo and Flores.	7	46 22	24 40	11	62	81	14	915
	14		7	49 39	14 57	10	78	42	38	564
	18	18, Lizard Point.	4	49 58	5 11	—	25	47	24	489
Total Days 98 = 2352 hours.						127	610	1240	375	12828
						610				
					Calms and light airs...	737*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 737 hours = 30d. 17h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1821.

8 Dec. Left Macao Roads for Banca and Sunda Straits; the Grand Ladrone N. by E., distant about 20 miles.

11 〃 Saw Pulo Sapata from the poop, S. 75° W., dist. 12 miles.

14 〃 Passed Pulo Timoan, and saw Pulo Aor West.

Note. *The Bombay was 14 Sea Logs getting through Banca and Sunda Straits, having very faint airs, with frequent calms and slight contrary currents; which distance might be performed in 3 days with steam-assistance, the run between Frederick Hendric Rocks and the first Point of Java being, by calculation, only 335 miles.*

29 〃 Left Java Head for the Cape of Good Hope.

30 〃 Entered the S. E. Trade, in lat. 6° 51′ S., & long. 103° 10′ E.

1822.

14 Jan. Lost the S. E. Trade, in lat. 25° 42′ S., & long. 58° 30′ E.

2 Feb. Saw Cape Lagullas; hauled in for the land.

3 〃 Anchored in Table Bay (Cape of Good Hope), 2 miles off shore, in 8 fathoms.

14 〃 Left the Cape of Good Hope for St. Helena.

17 〃 Entered the S. E. Trade, in lat. 26° 16′ S., & long. 6° 51′ E.

22 〃 Anchored in St. Helena Roads; St. James' Church S. by W. ½ W.

26 〃 Left St. Helena for England.

2 March. Saw Ascension Island, N. E. by E., about 12 miles.

6 〃 Crossed the Equator, in long. 18° 56′ W.

7 〃 Lost the S. E. Trade, in lat. 0° 48′ N., & long. 20° 37′ W.

Note. *Captain Staunton was five days between the Trades; a delay that, compared with other ships, is but trifling.*

12 〃 Entered the N. E. Trade, in lat. 3° 53′ N., & long. 22° 11′ W.

25 〃 Lost the N. E. Trade, in lat. 24° 42′ N., & long. 39° 45′ W.

2 April. Saw the Island of Corvo and Flores, N. W. by W. ½ W.

18 〃 Saw the Lizard Point, and proceeded up Channel.

H. C. Ship MARQUIS OF WELLINGTON, 961 Tons, Captain John Blanshard, from Bengal towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance run by the Log.
1822.				°	′	°	′					
Jan.	25	25, Sand Heads.	—	23	4 N.	88	28 E.	—	—	—	—	—
Feb.	3	6, Equator.	10	9	51	88	21	24	140	32	44	696
	10		7	3	40 S.	87	10	21	57	90	—	839
	17		7	14	47	80	12	6	67	73	22	751
	24		7	24	16	63	51	—	—	168	—	1044
March	3		7	29	18	44	47	2	5	161	—	1081
	10	12, African Coast.	7	34	4	29	3	—	63	81	24	871
	17	17, Cape Good Hope.	7	35	15	17	43	6	84	32	46	729
	24		7	24	26	4	24	—	28	140	—	911
	31	31, St. Helena.	7	15	55	5	43 W.	4	77	87	—	678
April	14	11, Ascension Island.	7	1	56	20	5	2	4	162	—	1061
	21	16, Equator.	7	2	6 N.	22	47	46	108	—	14	315
	28		7	8	30	29	41	13	51	46	58	654
May	5		7	21	11	37	7	—	5	163	—	904
	12		7	32	22	39	41	7	55	80	26	741
	19		7	41	10	31	48	1	79	71	17	632
	26	26, Lizard Point.	7	48	58	5	11	10	19	139	—	1115
Total Days 115 = 2760 hours.								142	842	1525	251	13022
								842				
						Calms and light airs...		984*	hours.			

* Total period of detention from calms and light airs, between the Sand Heads and England, 984 hours = 41 days, during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1822.		
25	Jan.	Left the Sand Heads for St. Helena and England.
31	〃	Entered the N.E. Trade, in lat. 17° 0′ N., & long. 89° 33′ E.
6	Feb.	Crossed the Equator, in long. 88° 10′ E.
7	〃	Lost the N. E. Trade, in lat. 1° 10′ N., & long. 86° 59′ E.
14	〃	Entered the S. E. Trade, in lat. 7° 27′ S., & long. 86° 4′ E.
22	〃	Lost the S. E. Trade, in lat. 22° 42′ S., & long. 68° 0′ E.
12	March.	Distant land about Natal, from N. by E. to N. W. by N.
17	〃	Table Mountain (Cape of Good Hope) just in sight from the deck, bearing N. E. by E. ½ E.
22	〃	Entered the S.E. Trade, in lat. 27° 43′ S., & long. 8° 47′ E.
31	〃	Arrived at St. Helena; St. James's Church S. by W. ½ W.
7	April.	Left St. Helena for England.
11	〃	Passed the Island of Ascension, from W. N.W. to W. S.W.
15	〃	Lost the S. E. Trade, in lat. 0° 54′ S., & long. 20° 40′ W.
		Note. *Captain Blanshard was 9 days between the Trades, delayed by the calms and light airs prevalent in that locality.*
16	〃	Crossed the Equator, in long. 21° 20′ W.
24	〃	Entered the N. E. Trade, in lat. 3° 22′ N., & long. 23° 8′ W.
9	May.	Lost the N. E. Trade, in lat. 27° 41′ N., & long. 41° 41′ W.
26	〃	Saw the Lizard, and received a Pilot on board.

H. C. Ship WINDSOR, 1400 Tons, Captain Thomas Haviside, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1822.				° ′	° ′					
Feb.	3	3, Java Head.	—	6 48 S.	105 11 E.	—	—	—	—	—
	10		8	10 13	101 30	35	106	—	51	341
	17		7	19 28	81 35	1	24	143	—	1437
	24		7	23 4	63 44	1	—	167	—	1144
March	3		7	27 40	41 52	—	3	165	—	1281
	10	17, Cape Felix.	7	33 56	28 20	11	32	90	35	849
	18	18, Cape Good Hope.	8	33 48	18 23	13	92	40	47	761
	31		7	22 25	3 17	—	34	134	—	1068
April	5	5, St. Helena.	5	15 55	5 49 W.	—	15	105	—	684
	14	17, Equator.	6	4 16	16 11	—	—	144	—	1036
	21		7	2 40 N.	20 30	35	90	—	43	423
	28		7	9 0	29 38	1	37	130	—	848
May	5		7	23 2	40 57	—	—	168	—	1124
	12		7	34 11	38 46	—	37	131	—	897
	19	20, Fayal Island.	7	36 52	27 41	10	46	74	38	729
	26	29, Lizard Point. 30, Plymouth.	7	47 5	12 17	1	35	132	—	1092
June	1	1, Dunnose.	6	50 37	1 12	27	43	16	58	533
Total days 110 = 2640 hours.						135	594	1639	272	14247
						594				
					Calms and light airs...	729*	hours.			

* Total period of detention from calms and light airs, between China and England, 729 hours = 30d. 9h. during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

21	Jan.	Left Macao Roads, with a fresh N. E. Monsoon, for Gaspar & Sunda Straits; Macao Town W. by S., & Potoe S. by E. ½ E.
29	〃	At noon, passed the Great Anambas, N. W. by W. dist. 5 leag.
30	〃	Passed the Camel's Hump and St. Julian: at noon, Saint Esprit N. E., 6 or 7 leagues.
31	〃	Passed St. Barbe: at noon, Gaspar Island S. W. 14 or 15 miles.
1	Feb.	Passed Entrance Point and Saddle Island: at noon, the Brothers N. N. W.
2	〃	Passed North Island, Nicholas Point, and Thwart the Way Island: at noon, Rajah Bassa Peak N. by W.
3	〃	Left Java Head for the Cape of Good Hope.
11	〃	Entered the S. E. Trade, in lat. 10° 50′ S., & long. 101° 24′ E.
28	〃	Lost the S. E. Trade, in lat. 25° 34′ S., & long. 52° 0′ E.
17	March.	Saw Cape Felix from the poop N. N. E., dist. about 30 miles.
18	〃	Anchored in Table Bay (Cape of Good Hope), Green Point N. W.; Robbin Island, North, distant off shore 2 miles.
25	〃	Left the Cape of Good Hope for St. Helena.
26	〃	Entered the S. E. Trade, in lat. 29° 38′ S., & long. 12° 15′ E.
5	April.	Anchored at St. Helena, Church bearing S. S. E.
9	〃	Left St. Helena for England; at sunset, the Isl. S. E. by S.
17	〃	Crossed the Equator, in long. 18° 47′ W.
21	〃	Lost the S. E. Trade, in lat. 1° 20′ N., and long. 17° 10′ W.
24	〃	Entered the N. E. Trade, in lat. 5° 22′ N., & long. 19° 50′ W.

Note. *Captain Haviside had but a very trifling detention from calms between the Trades, being only 3 days.*

8	May.	Lost the N. E. Trade, in lat. 28° 48′ N., & long. 43° 15′ W.
20	〃	Saw Fayal from N. E. by N. to N., dist. about 10 m. This Island was in sight 2 days, having faint airs & smooth water.
28	〃	Sounded; ground 75 fathoms, coarse sand and gravel.
29	〃	Saw the Lizard Lighthouses N. by E., distant 8 leagues.
30	〃	The high land of Plymouth N. E. by E., distant 7 or 8 leag.
1	June.	Arrived off Dunnose N. W., 4 leagues: received a Pilot.

H. C. Ship ASIA, 958 Tons, Captain Thomas Balderston, from Bengal towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1822.				°	′	°	′					
Dec.	5	5, Sand Heads.	—	21	1 N.	88	33 E.	—	—	—	—	—
	8		4	12	15	87	18	—	4	54	38	553
	15		7	6	38	87	39	23	108	—	37	479
	22		7	0	52	87	33	27	114	—	27	423
	29	24, Equator.	7	5	32 S.	90	42	22	88	58	—	524
1823.												
Jan.	5		7	12	49	81	26	2	80	86	—	644
	12		7	21	56	64	10	—	2	166	—	1170
	19		7	27	28	49	33	6	26	100	36	879
	26		7	30	45	34	50	—	38	130	—	952
Feb.	2	2, Cape Good Hope.	7	34	33	18	11	—	59	64	45	815
	9		7	25	18	4	32	3	33	132	—	908
	15	15, St. Helena.	6	15	55	5	43 W.	12	5	127	—	845
March	2	26, Ascension Island.	10	2	14	19	26	—	43	125	72	1034
	9	4, Equator.	7	4	47 N.	21	42	34	74	28	32	454
	16		7	13	45	33	28	—	30	138	—	890
	23		7	29	3	36	2	5	18	145	—	1042
	30		7	38	36	35	14	3	59	106	—	806
April	6		7	42	50	12	30	8	16	144	—	1135
	13	16, Portland Bill.	7	48	12	8	54	21	68	45	34	545
	17	17, Downs.	4	51	13	1	24 E.	4	28	—	64	456
Total days 129 = 3096 hours.								170	893	1648	385	14554
								893				
							Calms and light airs...	1063*	hours.			

* Total period of detention from calms and light airs, between the Sand Heads and England, 1063 hours = 44d. 6h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1822.	
5 Dec.	Left the Sand Heads for St. Helena and England.
24 "	Crossed the Equator, in long. 88° 30′ E.
1823.	
5 Jan.	Entered the S. E. Trade, in lat. 12° 49′ S., & long. 81° 26′ E.
14 "	Lost the S. E. Trade, in lat. 23° 26′ S., & long. 60° 14′ E.
2 Feb.	Saw Table Mountain, Cape of Good Hope, N. E. by E.
10 "	Entered the S. E. Trade, in lat. 23° 30′ S., & long. 2° 24′ E.
15 "	Anchored off James Town, St. Helena; the Church S. by W. ½ W., distant half-a-mile.
21 "	Left St. Helena for England.
26 "	Saw the Island of Ascension N. W., 8 leagues.
4 March.	Crossed the Equator, in long. 20° 28′ W.
5 "	Lost the S. E. Trade, in lat. 2° 46′ N., & long. 21° 14′ W.
	Note. *Captain Balderston was only* 6 *days between the Trades, and did not experience the usual detention from calms and light airs.*
11 "	Entered the N. E. Trade, in lat. 5° 36′ N., & long. 23° 56′ W.
22 "	Lost the N. E. Trade, in lat. 26° 5′ N., & long. 35° 50′ W.
16 April.	Passed Portland Bill, and received a Pilot on board.
17 "	Anchored in the Downs, Deal Castle W. N. W., in 8 fms., off shore about 1½ mile.

H. C. Ship CASTLE HUNTLY, 1400 Tons, Captain Henry Drummond, from China towards England.

Date.	Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1825.			°	′	°	′					
Jan. 10	10, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
16		7	12	27	100	32	19	108	—	41	471
23		7	20	46	84	25	—	25	143	—	1035
30		7	25	23	65	25	—	—	168	—	1088
Feb. 6		7	29	55	46	13	—	6	162	—	1043
13	16, African Coast.	7	34	39	27	48	11	31	100	26	915
20	20, Cape Lagullas.	7	34	21	17	27	31	82	21	34	521
27		7	21	15	0	22	—	21	147	—	1127
March 6	2, St. Helena. 8, Ascension Island.	5	11	38	10	23 W.	—	2	118	—	705
13	12, Equator.	7	2	27 N.	20	56	—	—	168	—	1019
20		7	8	22	27	8	16	65	54	33	589
27		7	20	27	35	35	—	21	119	28	909
April 3		7	29	9	30	22	18	54	64	32	658
10	12, Island of Fayal.	7	35	49	28	55	1	113	—	54	570
17		7	45	33	17	34	3	60	71	34	778
23	23, Portland Bill.	6	50	30	2	27	1	59	49	35	708
Total days 102 = 2448 hours.							100	647	1384	317	12136
							647				
						Calms and light airs...	747*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 747 hours = 31d. 3h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

Date	Remarks
1824.	
23 Dec.	Left Macao, with a fresh N. E. Monsoon, for Gaspar and Sunda Straits.
26 "	Passed Pulo Sapata W. by N. ½ N., distant about 4 leagues.
31 "	Saw Camel's Hump North; at noon, St. Barbe's Island E. S. E., and St. Esprit N. E. ¾ E.
1825.	
1 Jan.	At noon, Gaspar Island S. 8° E., and Tanjong Brekat S. 32° W.
2 "	Passed Gaspar Island; at noon, Pulo Leat N. by E., & Rocky Point N. W.
3 "	The Brothers N. N. E., Knob Hill W. N. W., and Ejou Peak S. W. by W.
4 "	Hog Point W. ½ N., Stroom Rock E. ½ S., and Crockatoa Peak S. W. by W.
5 "	Cocoa Nut Point S. E. ¼ E., Ejou Peak E. N. E., and Peak of Crockatoa S. S. W.
6 "	The Brothers E. by S., Saradong W. by S., and Zee Clip Rocks S. by W. ½ W.
10 "	At noon, Peak of Princes Island East, Java Head S. E. by E.
15 "	Entered the S. E. Trade, in lat. 11° 42′ S., & long. 101° 30′ E.
1 Feb.	Lost the S. E. Trade, in lat. 26° 58′ S., & long. 59° 48′ E.
16 "	Saw high land on the Coast of Africa N. E. by E.
20 "	Saw the Gunner's Quoin N. 32° W., & Cape Lagullus N. 15° W.
26 "	Entered the S. E. Trade, in lat. 22° 57′ S., & long. 2° 29′ E.
2 Mar.	Anchored off St. James's Valley (St. Helena), the Church S. by W. ½ W.
4 "	Left St. Helena for England.
8 "	Passed Ascension Island, just in sight from the deck N.W. by W.
12 "	At noon, crossed the Equator, in long. 20° 10′ W.
14 "	Lost the S. E. Trade, in lat. 3° 48′ N., & long. 20° 45′ W.
17 "	Entered the N. E. Trade, in lat. 4° 56′ N., & long. 21° 45′ W.
NOTE.	*Capt. Drummond was delayed only three days between the Trades.*
27 Mar.	Lost the N. E. Trade, in lat. 20° 27′ N., & long. 35° 35′ W.
12 April.	At noon, the body of Graclosa S. E. ½ E., & Fayal S. S. W. ½ W.
22 "	At midnight sounded; ground 54 fathoms, sand and pebbles.
23 "	At midnight, passed Portland Light N. N. W.

H. C. Ship ASIA, 958 Tons, Captain Thomas Balderston, from Madras towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1825.				°	′	°	′					
Jan.	31	31, Madras Roads.	—	13	4 N.	80	21 E.	—	—	—	—	—
Feb.	6		7	0	25	84	24	5	73	90	—	842
	13	8, Equator.	7	5	14 S.	82	26	23	119	—	26	294
	20		7	18	6	74	15	—	48	100	20	915
	27		7	24	29	61	31	—	45	123	—	868
March	6		7	28	58	43	40	—	20	148	—	1053
	13		7	33	28	29	50	1	31	84	52	877
	20		7	36	4	21	34	13	97	40	18	538
	27	22, Cape Good Hope.	7	28	14	8	53	—	41	100	27	820
April	4	4, St. Helena.	8	15	55	5	43 W.	2	18	148	24	1026
	17	12, Ascension Island. 17, Equator.	9	1	29 N.	21	37	—	5	163	48	1292
	24		7	12	28	32	45	3	29	136	—	844
May	1		7	27	52	33	50	—	30	138	—	895
	8	8, Fayal Island.	7	39	6	21	56	—	50	86	32	891
	15		7	46	43	12	57	—	13	155	—	982
	22	20, Scilly Islands.	7	49	58	3	12	1	55	78	34	687
	24	24, Beachy Head.	2	50	44	0	15 E.	6	24	—	18	164
Total days 110 = 2640 hours.								54	698	1589	299	12988
								698				
				Calms and light airs...				752*	hours.			

* Total period of detention from calms and light airs, between Madras and England, 752 hours = 31d. 8h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1825.		
31	Jan.	Left Madras for St. Helena and England.
8	Feb.	Crossed the Equator, in long. 83° 20′ E.
10	〃	Entered the S. E. Trade, in lat. 1° 26′ S., & long. 84° 15′ E.
22	〃	Lost the S. E. Trade, in lat. 19° 10′ S., & long. 73° 6′ E.
22	March.	At 7h. A. M. Cape of Good Hope bore E. N. E.
25	〃	Entered the S. E. Trade, in lat. 31° 6′ S., & long. 12° 50′ E.
4	April.	Anchored at St. Helena; St. James's Church S. by W. ½ W.
8	〃	Left St. Helena for England.
12	〃	Passed Ascension Island, seen from the deck W. by N. ½ N.
16	〃	Lost the S. E. Trade, in lat. 0° 26′ S., & long. 20° 49′ W.
		Note. *Captain Balderston was 9 days between the Trades, and had the usual variable weather.*
17	〃	Crossed the Equator, in long. 20° 58′ W.
25	〃	Entered the N. E. Trade, in lat. 13° 57′ N., & long. 34° 40′ W.
7	May.	Lost the N. E. Trade, in lat. 38° 38′ N., & long. 30° 10′ W.
8	〃	Passed the Island of Fayal, seen from the poop S. E. by. E.
20	〃	Saw Scilly Island and Eddystone Lighthouse.
24	〃	Arrived off Beachy Head, and proceeded up Channel.

H. C. SHIP ROSE, 1000 Tons, Captain THOMAS MARQUIS, from MADRAS towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1825.				°	′	°	′					
Feb.	13	13, Madras Roads.	—	12	34 N.	80	49 E.	—	—	—	—	—
	20		8	10	55	84	41	25	74	68	25	421
	27		7	8	37	85	28	32	135	—	1	229
March	6	6, Equator.	7	0	20 S.	88	52	6	88	61	13	594
	13		7	8	48	91	25	4	71	74	19	536
	20		7	16	53	85	49	—	51	99	18	645
	27		7	23	46	63	5	—	5	163	—	1266
April	3		7	27	10	51	4	—	41	122	5	969
	10	19, African Coast.	7	30	1	30	3	1	53	114	—	809
	17	23, Gunner's Quoin.	7	34	59	23	2	—	90	78	—	640
	23	24, Cape Good Hope.	6	34	2	23	0	—	12	76	56	424
May	1		3	32	59	10	1	3	51	—	18	202
	8		7	21	51	2	7 W.	—	27	141	—	994
	15	16, St. Helena.	7	16	24	4	35	16	102	30	20	513
	16	27, Ascension Island.	1	15	55	5	43	4	15	5	—	62
	29	31, Equator.	7	3	8	18	5	—	1	167	—	1102
June	5		7	6	30 N.	23	58	5	82	81	—	617
	12		7	16	35	34	35	—	30	138	—	801
	19		7	29	24	35	16	2	48	87	31	767
	26		7	41	52	27	7	2	24	142	—	1081
July	3		7	45	10	19	0	—	79	61	28	767
	10	12, Irish Coast.	7	49	36	8	15	—	72	54	42	630
	13	13, Start & Portland.	3	50	11	2	0	3	41	—	28	240
Total days 140 = 3360 hours.								103 1192	1192	1761	304	14309

Calms and light airs... 1295* hours.

REMARKS DURING THE VOYAGE HOMEWARD.

1825.		
13	Feb.	Left Madras Roads for England: St. Thomas's Mount S.W. ½ S.
6	March.	Crossed the Equator, in long. 88° 52′ E.
18	〃	Entered the S. E. Trade, in lat. 16° 8′ S., & long. 88° 36′ E.
4	April.	Lost the S. E. Trade, in lat. 29° 30′ S., & long. 44° 10′ E.
13	〃	Extremes of distant land from N. N. W. to W. N. W.
19	〃	Saw high distant land on the African Coast N. N. E. to N. N. W.
22	〃	At noon, high land seen from N. by E. to N. W. by N.
23	〃	Saw the Gunner's Quoin N. E. by N., 5 or 6 leagues.
24	〃	Anchored in Table Bay, Cape of Good Hope: the Flagstaff on the Lion's Rump W. by S., and Green Point N.W. ½ W., in 6 fathoms water.
29	〃	Left the Cape of Good Hope for St. Helena.
3	May.	Entered the S. E. Trade, in lat. 30° 40′ S., & long. 12° 46′ E.
15	〃	At noon, the Island of St. Helena N. W. by N., distant 11 or 12 leagues.
16	〃	Anchored off St. James's Town, St. Helena, the Church S. by W.
24	〃	Left St. Helena for England.
27	〃	Off the Island of Ascension, W. by S., 8 or 9 leagues.
31	〃	Crossed the Equator, in long. 22° 38′ W.
2	June.	Lost the S. E. Trade, in lat. 4° 35′ N., & long. 24° 0′ W.
		NOTE. *Captain Marquis was frequently delayed between the Trades by light variable airs during his homeward voyage.*
6	〃	Entered the N.E. Trade, in lat. 7° 46′ N., & long. 24° 54′ W.
16	〃	Lost the N. E. Trade, in lat. 25° 22′ N., & long. 36° 28′ W.
12	July.	The Coast of Ireland N. W. by N. to North: at noon, the Land's End from the mast-head N. E.
13	〃	Passed Lizard Lights North, Eddystone Light N. E. by E.: at noon, between the Start & Portland; received a Pilot.

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* Total period of detention from calms and light airs, between Madras and England, 1295 hours = 53d. 23h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP BUCKINGHAMSHIRE, 1369 Tons, Captain RICHARD GLASSPOOLE, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1830.				°	′	°	′					
April	7	7, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	11		5	9	52	104	22	18	73	—	29	296
	18		7	15	20	92	53	6	36	100	26	814
	25		7	22	12	73	36	—	18	150	—	1169
May	2		7	25	32	62	17	24	54	62	28	688
	9		7	29	5	46	4	—	40	128	—	891
	16		7	32	29	31	30	4	61	81	22	815
	23	24, African Coast.	7	34	7	27	36	23	97	—	48	487
	30	31, Buffalo Mount.	7	34	47	24	39	18	119	—	31	371
June	6	1, Cape of Good Hope	7	36	32	23	55	34	114	—	20	375
	13	9, Cape Seal.	7	36	11	19	38	3	99	66	—	523
	20	15, Cape of Good Hope	7	26	55	10	17	—	45	123	—	832
	26	27, St. Helena.	6	15	55	5	43 W.	2	1	141	—	1079
July	4	5, Ascension Island.	4	9	36	13	49	—	8	70	18	591
	11	9, Equator.	7	5	39 N.	21	31	1	2	165	—	1016
	18		7	12	24	24	44	8	110	24	26	508
	25		7	21	27	33	54	3	52	87	36	817
Aug.	1		7	29	40	37	51	21	68	61	18	560
	8		7	37	51	39	31	21	60	70	17	636
	15		7	44	6	28	22	10	72	86	—	719
	24	24, Portland Bill.	9	50	31	2	27	—	18	156	42	1222
Total days 136 = 3264 hours.								196	1147	1560	361	14409
								1147				
				Calms and light airs…				1343*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 1343 hours = 55d. 23h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

13 March. Left Macao, with a fresh N. E. Monsoon, for Gaspar and Sunda Straits.

21 " At noon, Saddle Island N. E. ½ N., and Peaked Island just discernible from the poop S. E. by E. ½ E.

22 " At noon, Peaked Island E. by N. ½ N., Haycock Isl. S. E. ½ S.

NOTE. *The Buckinghamshire had an excellent run down the China Sea, but experienced a most tedious and vexatious passage between Haycock Isl. and Java Head, employing 17 Sea Logs, owing to alternate calms, faint airs, and slight contrary currents.*

6 April. At noon, extremes of Princes Island S. by E. to S. E., and the Peak of Crockatoa N. 47° E.

7 " At sunset, Java Head E. by N. ½ N., first Point of Java N. by E. ½ E.

13 " Entered the S. E. Trade, in lat. 10° 38′ S. & long. 104° 26′ E.

25 " Lost the S. E. Trade, in lat. 22° 12′ S., & long. 73° 36′ E.

24 May. Saw the high land on the African Coast from N. by E. to N. W. by N.

29 " Extremes of distant land just discernible from N. N. W. to N. E.

31 " Saw Buffalo Mount, North, and Round Mount N. 15° E.

1 June. Saw Table Mountain, Cape of Good Hope, N. by W.

9 " Saw land about Cape Seal, from N. N. E. to E. by N. ½ N.

15 " Again saw Table Mountain N. 38° E., & Cape Good Hope N. 60° E.

16 " Rounded the Cape Good Hope, in lat. 34° 30′ S., & long. 16° 44′ E.

NOTE. *Captain Glasspoole experienced a continued gale of wind during 18 successive days. He had considerable difficulty in rounding the Cape of Good Hope, which may in some degree be attributed to his great detention in the Straits, as shewn above.*

20 " Entered the S. E. Trade, in lat. 26° 55′ S., & long. 10° 17′ E.

27 " Arrived at St. Helena, and anchored off St. James's Town, the Church S. by W. ½ W.

1 July. Left St. Helena for England.

5 " Passed the Island of Ascension, E. by S., distant 5 or 6 miles.

9 " Crossed the Equator, in long. 19° 58′ W.

13 " Lost the S. E. Trade, in lat. 8° 0′ N., & long. 22° 0′ W.

NOTE. *The Buckinghamshire was delayed eight days between the Trades.*

21 " Entered the N. E. Trade, in lat. 14° 58′ N., & long. 26° 30′ W.

29 " Lost the N. E. Trade, in lat. 28° 21′ N., & long. 37° 51′ W.

24 Aug. Arrived off Portland Bill, and proceeded up Channel.

H. C. Ship CASTLE HUNTLY, 1400 Tons, Captain Henry Drummond, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1831.				°	′	°	′					
Jan.	18	18, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	23		5	10	38	104	31	30	88	—	26	327
	30		7	15	56	102	12	15	71	31	51	568
Feb.	6		7	21	24	86	3	—	6	162	—	1144
	13		7	24	39	72	7	—	38	130	—	769
	20		7	28	0	58	23	—	36	132	—	819
	27		7	30	58	44	13	1	47	100	20	833
March	6	6, Point Natal.	7	33	59	26	48	—	36	132	—	915
	13	8, Cape Good Hope.	7	31	25	13	31	23	64	34	47	768
	20		7	24	33	6	5	1	68	42	67	695
	27	27, St. Helena.	7	15	55	5	43 W.	3	58	83	—	750
April	3	4, Ascension Island.	4	10	56	13	20	—	2	94	—	553
	10	10, Equator.	7	0	19 N.	24	33	—	9	159	—	916
	17		7	5	16	26	41	46	77	—	45	383
	24		7	16	50	38	0	3	19	100	46	839
May	1		7	30	13	44	25	18	35	115	—	868
	8		7	37	59	36	21	1	71	96	—	724
	15		7	41	47	19	55	—	15	153	—	956
	22	26, Lizard Point.	7	49	13	6	34	22	49	58	13	763
	31	31, Beachy Head.	9	50	44	0	15 E.	16	93	51	56	742
Total days 130 = 3120 hours.								179	882	1673	386	14232
								882				
				Calms and light airs...				1061*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 1061 hours = 44d. 5h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1830.		
31	Dec.	Left Macao for the Straits of Gaspar and Sunda.
1831.		
7	Jan.	Passed Pulo Sapata North.
9	„	Passed Saddle Island E. N. E.
11	„	Entered Gaspar Strait at 8h. P. M.: anchored, it being too hazy to see the land.
12	„	Saw Gaspar Island S. S. W. ½ W., distant 5 or 6 miles.
17	„	Princes Island S. E. by E., and Peak of Crockatoa E. by N.
18	„	Left Java Head for St. Helena and England.
1	Feb.	Entered the S. E. Trade, in lat. 16° 21′ S., & long. 100° 8′ E.
20	„	Lost the S. E. Trade, in lat. 28° 10′ S., & long. 58° 18′ E.
6	March.	Saw the land about Natal from N. N. W. to W. N. W.
8	„	Saw the Table Land (Cape of Good Hope) N. by W. ½ W.
25	„	Entered the S. E. Trade, in lat. 18° 27′ S., & long. 1° 17′ W.
27	„	Arrived at St. Helena, *having experienced the S. E. Trade only two days previous to anchoring.*
4	April.	Saw Ascension Island from the deck W. S. W.
10	„	Crossed the Equator, in long. 24° 23′ W.
11	„	Lost the S. E. Trade, in lat. 1° 39′ N., & long. 25° 29′ W.
		Note. *The Castle Huntly was delayed five days between the Trades, having calms with heavy rain occasionally.*
16	„	Entered the N. E. Trade, in lat. 4° 50′ N., & long. 26° 8′ W.
1	May.	Lost the N. E. Trade, in lat. 30° 13′ N., & long. 44° 25′ W.
26	„	Saw Lizard Lighthouses N. E. ½ E.
31	„	Off Beachy Head, and received a Pilot on board.

H. C. Ship THAMES, 1425 Tons, Captain James K. Forbes, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1831.				° ′	° ′					
Dec.	5	5, Java Head.	—	6 48 S.	105 11 E.	—	—	—	—	—
	11		7	10 57	99 33	—	112	23	33	526
	18		7	18 54	77 42	—	18	150	—	1312
	25		7	23 39	61 8	—	29	111	28	951
1832.										
Jan.	1		7	27 39	46 54	—	27	100	41	903
	8	10, Coast of Africa. 13, Cape Dalgado.	7	32 21	29 32	4	35	104	25	890
	15	14, Cape Lagullas.	7	34 46	19 30	4	72	58	34	682
	22	16, Cape Good Hope.	7	22 21	1 44	—	15	153	—	1169
	27	27, St. Helena.	5	15 55	5 43 W.	—	3	117	—	738
Feb.	5	2, Ascension Island. 8, Equator.	7	1 46	20 9	—	—	168	—	1030
	12		7	6 56 N.	25 35	4	86	50	28	598
	19		7	25 12	29 47	—	—	168	—	1191
	26		7	29 38	29 38	—	63	78	27	719
March	4		7	42 41	25 48	11	37	120	—	898
	11	13, Lizard Lights.	7	48 58	6 44	3	68	82	15	892
	14	14, Beachy Head.	3	50 44	0 15 E.	5	29	30	8	316
Total days 99 = 2376 hours.						31	594	1512	239	12815
						594				
				Calms and light airs...		625*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 625 hours = 26d. 1h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

18	Nov.	Left Macao Roads for Banca and Sunda Straits.
23	"	At noon, the North Anambas just seen from the deck S.W.
		Note. *The Thames was detained 13 Sea Logs between the Anambas Islands and Java Head, owing to light airs and frequent calms, attended by occasional squalls, with heavy showers of rain.*
5	Dec.	At noon, Princes Isl. E. by N., and Java Head E. by S. ½ S.
7	"	Entered the S. E. Trade, in lat. 7°38′ S., & long. 104° 25′ E.
22	"	Lost the S. E. Trade, in lat. 22° 16′ S., & long. 65° 36′ E.
	1832.	
10	Jan.	Saw the high land on the Coast of Africa, from N. W. to N. E., distant about 16 or 17 leagues.
11	"	Distant land seen from N. E. by E. to N. W.
13	"	Saw Cape Dalgado E. N. E., and high distant land North.
14	"	At noon, Cape Lagullas seen from the mast-head N. W. by W.
15	"	" Point Danger N. by W., and Bluff Hill N. by E. ½ E.
16	"	At 7h. P. M., the Cape of Good Hope bore N. E. ½ E., distant 3 leagues.
17	"	Entered the S. E. Trade, in lat. 30° 19′ S., & long. 11° 35′ E.
27	"	Anchored in St. Helena Roads, off St. James's Valley, Church S. ½ W., in 18 fathoms water.
29	"	Left St. Helena under all sail for England.
2	Feb.	Passed Ascension Island S. W. by W. ½ W.
7	"	Lost the S. E. Trade, in lat. 1° 35′ S., & long. 21° 45′ W.
8	"	Crossed the Equator, in long. 22° 19′ W.
		Note. *Captain Forbes was detained five days between the Trades, having experienced a series of light baffling airs, with frequent squalls and heavy rain.*
12	"	Entered the N. E. Trade, in lat. 6° 56′ N., & long. 25° 35′ W.
18	"	Lost the N. E. Trade, in lat. 23° 25′ N., & long. 30° 46′ W.
13	March.	At midnight, the Lizard Lights from the poop N. W. by N.
14	"	Off Beachy Head, and obtained a Pilot.

H. C. Ship REPULSE, 1334 Tons, Captain Henry Gribble, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind	Distance per Log in Miles.
				°	′	°	′					
1831.												
Dec.	6	6, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	11		6	10	21	97	17	16	41	39	48	601
	18		7	20	26	75	46	—	2	166	—	1342
	25		7	25	18	59	31	—	43	125	—	939
1832.												
Jan.	1		7	29	46	43	47	4	35	100	29	886
	8		7	33	54	30	37	17	49	68	34	756
	15	13, African Coast.	7	35	18	19	52	5	74	56	33	714
	22	17, Cape Good Hope.	7	24	58	4	23	—	16	152	—	1140
	29	27, St. Helena.	6	14	30	7	12 W.	4	—	140	—	907
Feb.	5	2, Ascension Island.	7	1	40	19	0	—	2	166	—	1026
	12	7, Equator.	7	7	15 N.	25	22	12	64	70	22	641
	19		7	25	21	30	46	—	—	168	—	1228
	26		7	30	11	38	50	13	69	52	34	614
March	4		7	33	28	39	48	71	57	—	40	343
	11	13, Corvo and Flores. 16, Start Point.	7	43	14	23	32	3	27	100	38	934
	17	17, Isle of Wight.	6	50	36	1	18	2	10	132	—	1109
Total Days 102 = 2448 hours.								147	489	1534	278	13180
								489				
				Calms and light airs...				636*	hours.			

		REMARKS DURING THE VOYAGE HOMEWARD.
	1831.	
18	Nov.	Left Macao Roads for the Straits of Banca and Sunda.
25	"	Passed Pulo Domar S. E., Pulo Aor S. W., and Anambas E. by S.
		Note. *The Repulse was eleven Sea Logs from the Anambas Islands to Java Head, having occasional calms and faint airs, with slight contrary currents (smooth water all the time).*
7	Dec.	Left Sunda Straits for St. Helena and England.
8	"	Entered the S. E. Trade, in lat. 7° 39′ S., & long. 103° 15′ E.
22	"	Lost the S. E. Trade, in lat. 23° 42′ S., & long. 63° 42 E.
	1832.	
13	Jan.	Saw the high land on the African Coast, bearing N. E.
17	"	Distant land seen from the mast-head, bearing N. E. by E.; altered the course, and rounded the Cape of Good Hope, steering for St. Helena.
24	"	Entered the S. E. Trade, in lat. 21° 24′ S., & long. 0° 15′ E.
27	"	Anchored off St. James's Valley (St. Helena); the Church S. by W. ¼ W.
29	"	Left St. Helena Roads (with steady S. E. Trade) for England.
2	Feb.	The Island of Ascension seen from the main-top W. by S.
7	"	Crossed the Equator, in long. 1° 25′ W.
8	"	Lost the S. E. Trade, in lat. 3° 30′ N., & long. 21° 25′ W.
9	"	Entered the N. E. Trade, in lat. 3° 45′ N., & long. 21° 29′ W.
		Note. *The Repulse had little or no interval of calm between the Trades, but frequent occasional detention during the homeward passage from light airs.*
17	"	Lost the N. E. Trade, in lat. 20° 14′ N., & long. 30° 44′ W.
13	March.	The Isl. of Corvo and Flores just discernible from the poop.
16	"	Saw Start Point from the deck N. N. W.
17	"	Arrived off the Isle of Wight, and received a Pilot.

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* Total period of detention from calms and light airs, between Java Head and England, 636 hours = 26d. 12h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. Ship DUKE OF YORK, 1327 Tons, Captain Robert Locke, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1832.				° ′	° ′					
Jan.	31	31, Princes Island.	—	6 35 S.	105 15 E.	—	—	—	—	—
Feb.	5		6	13 39	94 36	10	47	37	50	669
	12		7	21 49	77 38	—	5	163	—	1242
	19		7	19 58	70 55	13	34	86	35	855
	26		7	21 16	59 44	23	34	94	17	829
March	4		7	30 22	41 37	—	19	149	—	1140
	11	12, African Coast.	7	33 27	28 20	1	70	26	71	624
	18	18, Cape Lagullas.	7	35 10	20 54	25	65	—	78	599
	25		7	36 2	17 35	2	89	17	60	571
	28	28, Cape Good Hope.	2½	34 22	18 24	2	19	20	19	214
April	15	20, St. Helena.	7	22 32	3 40 W.	3	21	144	—	1013
	22	25, Ascension Island.	6	13 33	8 49	—	2	142	—	915
	29	29, Equator.	7	0 10 N.	21 23	—	—	168	—	1156
May	6		7	11 9	32 33	—	20	148	—	1021
	13		7	26 7	37 16	—	14	134	20	1162
	20		7	43 51	27 18	—	6	162	—	1317
	29	29, Lizard Point.	9	49 58	5 11	23	19	100	74	990
Total days 107½ = 2580 hours.						102	464	1590	424	14317
						464				
					Calms and light airs...	566*	hours.			

* Total period of detention from calms and light airs, between Princes Island and England, 566h. = 23d. 14h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

20	Jan.	Left Macao Roads for Gaspar Strait; Potoe E. S. E. 6 miles.
22	„	Saw Buffalo Island S. 55° W.; Coast of Cochin China West.
25	„	Saw Grand Natuna from the deck S. W. by W.
26	„	At noon, Direction Isl. S. 50° W., & Tumbelan Peak N. 33° W.
27	„	„ Entrance Point S. 45° W., Pulo Leat N. 69° E., and West Island N. 24° E.
28	„	„ North Brother N. 15° E., high land of Java South.
29	„	„ Princes Island E. by S., Crockatoa Isl. N. E. by E. ½ E.
30	„	Peak on Princes Isl. E. ¾ N.; first Point of Java E. by S. ½ S.
31	„	Left the Straits, under all sail, for the Cape of Good Hope.
4	Feb.	Entered the S. E. Trade, in lat. 12° 24′ S., & long. 99° 32′ E.
24	„	Lost the S. E. Trade, in lat. 22° 32′ S., & long. 64° 14′ E.
12	March.	Saw distant land on the Coast of Africa N. W. by N.
13	„	At noon, extremes of the land from the deck N. N. W. to N. E.
15	„	Distant land in sight from the deck N. by E.
18	„	Saw Gunner's Quoin N. by W., and Cape Lagullas W. N. W.

Note. *Captain Locke was 17 days from first seeing the African Coast to reaching Table Bay, during which period he encountered alternate gales of wind and calms, with light variable airs occasionally, and did not arrive at the Cape until the 28th of March.*

9	April.	Left the Cape of Good Hope for St. Helena.
11	„	Entered the S. E. Trade, in lat. 28° 24′ S., & long. 10° 25′ E.
20	„	Arrived in St. Helena Roads, and left the next day.
25	„	Saw the Island of Ascension from the deck N. W. by W ½ W.
29	„	Crossed the Equator, in long. 21° 20′ W.
30	„	Lost the S. E. Trade, in lat. 1° 27′ N., & long. 22° 54′ W.

Note. *Captain Locke had not the usual delay between the Trades, but very frequently light airs considerably impeded his progress homeward.*

3	May.	Entered the N. E. Trade, in lat. 5° 50′ N., & long. 26° 7′ W.
12	„	Lost the N. E. Trade, in lat. 23° 32′ N., & long. 38° 8′ W.
29	„	Passed Lizard Point; on arriving off Dartmouth, received a Pilot on board, and proceeded up Channel.

H. C. SHIP ORWELL, 1336 Tons, Captain JAMES DALRYMPLE, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1832.				°	′	°	′					
Dec.	10	10, Princes Island.	—	6	35 S.	105	15 E.	—	—	—	—	—
	16		7	15	51	82	22	—	8	160	—	1223
	23		7	24	7	64	19	—	2	166	—	1162
	30		7	29	0	52	32	5	52	46	65	805
1833.												
Jan.	6	10, Coast of Africa.	7	32	7	37	21	6	58	56	48	767
	13	14, Cape Good Hope.	7	35	16	19	54	6	50	94	18	872
	20		7	26	27	7	58	13	45	110	—	835
	26	26, St. Helena.	6	15	55	5	43 W.	—	4	140	—	979
Feb.	3	4, Ascension Island.	5	8	14	13	2	—	3	68	49	603
	10	9, Equator.	7	1	41 N.	20	25	—	42	72	54	761
	17		7	8	41	26	50	3	85	38	42	660
	24		7	24	10	37	50	—	1	167	—	1140
March	3		7	37	17	31	16	1	26	141	—	964
	10		7	48	46	15	58	—	31	137	—	1308
	17		7	49	3	7	29	9	98	—	61	545
	20	20, Lizard Point.	3	49	58	5	11	—	70	—	2	203
Total days 98 = 2352 hours.								43	575	1395	339	12827
								575				
						Calms and light airs...		618*	hours.			

* Total period of detention from calms and light airs, between Princes Island and England, 618 hours = 25d. 18h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1832.		
20	Nov.	Left Macao for Banca and Sunda Straits.
27	"	At noon, Pulo Aor seen from the deck, W. by N. ½ N.
30	"	Passed Pulo Lingin N. W. ½ W., and Pulo Taya W. by S.: at noon, Pulo Taya N. by W. ½ W., and Northern Extreme of Seven Islands E. N. E.
1	Dec.	At noon, Monopin Hill N. E. ½ E.: Extremes of Mintow N. E. by N. to E. by S.
		NOTE. *The Orwell was employed* 10 *Sea Logs between Mintow and Princes Island, with the usual vicissitudes of calms, faint airs, and slight contrary currents.*
10	,	Left Princes Island for St. Helena and England.
12	"	Entered the S. E. Trade, in lat. 10° 31′ S., & long. 94° 54′ E.
26	"	Lost the S. E. Trade, in lat. 26° 25′ S., & long. 59° 34′ E.
1833.		
10	Jan.	Saw the high land on the African Coast from N. N. W. to W. N. W. Soundings, 63 fathoms, sand and shells.
12	,	Distant land seen from the deck, from N. by W. to N. E. by N.
14	,	Rounded the Cape of Good Hope, steering N. W. by N.
19	,	Entered the S. E. Trade, in lat. 27° 36′ S., & long. 9° 3′ E.
26	"	Arrived at St. Helena, and anchored off St. James's Town.
30	"	Left St. Helena with a steady S. E. Trade.
4	Feb.	Saw the Island of Ascension from the deck, W. N. W.
9	,	Lost the S. E. Trade, in lat. 0° 15′ S., & long. 20° 26′ W.
"	,	Crossed the Equator, in long. 20° 54′ W.
		NOTE. *Capt. Dalrymple was 6 days between the S. E. and N. E. Trades; although without any calms, he experienced considerable delay from light baffling airs (remarkably smooth water all the time).*
15	"	Entered the N. E. Trade, in lat. 4° 40′ N., & long. 22° 12′ W.
24	,	Lost the N. E. Trade, in lat. 24° 10′ N., & long. 37° 50′ W.
20	March.	Saw the Lizard N. E., and proceeded up Channel.

H. C. Ship DUCHESS OF ATHOL, 1300 Tons, Captain Edward Daniell, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
				°	′	°	′					
1832.												
Dec.	20	20, Princes Island.	—	6	35 S.	105	15 E.	—	—	—	—	—
	23		4	11	15	97	31	9	34	21	32	443
	30		7	21	7	70	19	—	—	168	—	1603
1833.												
Jan.	6		7	28	28	46	59	—	10	158	—	1345
	13	16, Cape Hanglip.	7	34	3	28	33	—	19	149	—	1019
	17	17, Cape Good Hope.	4	36	30	18	34	7	28	28	33	481
	27		3	27	45	8	11	—	—	48	24	614
Feb.	3		7	18	4	3	5 W.	—	35	133	—	798
	5	5, St. Helena.	2	15	55	5	43	—	18	30	—	193
	10	11, Ascension Island.	5	9	5	13	48	—	27	57	36	607
	17	15, Equator.	7	5	0 N.	22	8	19	38	90	21	957
	24		7	13	35	33	25	19	30	119	—	948
March	3		7	27	58	40	33	15	34	119	—	1035
	10		7	41	59	31	22	7	24	108	29	1008
	17		7	47	11	17	19	8	15	121	24	975
	24	24, Scilly Island.	7	49	53	6	37	4	54	83	27	750
	27	27, Start Point.	3	50	13	3	38	4	12	29	27	344
Total days 91 = 2184 hours.								92	378	1461	253	13120
								378				
Calms and light airs...								470*	hours.			

* Total period of detention from calms and light airs, between Princes Island and England, 470 hours = 19d. 15h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1832.		
29	Nov.	Left Macao Roads for Gaspar and Sunda Straits, having a steady N. E. Monsoon; Potoe East, distant about 3 miles.
4	Dec.	Lost the N. E. Monsoon, in lat. 10° 40′ N., & long. 110° 13′ E.
8	〃	At daylight, Saddle Island seen from the deck E. by S. ½ S.
9	〃	At sunrise, N. Anambas Peak N.W., Middle Anambas W. by N.
10	〃	At noon, Saddle Isl. S. E. by E., and Camel's Hump S. by E. ½ E.
11	〃	Passed Camel's Hump & St. Julian: at 8h. A.M., St. Barbe E. S. E.
13	〃	Passed Gaspar Island, Tanjong Brekat, and Pulo Leat.
14	〃	Entrance Point seen N. N. W., and West Island N. by E.
15	〃	At noon, the Brothers seen from the deck S. by W., about 12m.
16	〃	〃 Zutphen Island S. 11° W., and Thwart the Way Peak S. 3° E.
17	〃	〃 The Brothers in one N.W., Cocoa Nut Point N.E. by N.
18	〃	〃 Crockatoa Peak S. 62° E., Pulo Bessy S. 87° E., and Keyser's Island N. 10° W.
19	〃	Passed Keyser's Island, Flat Point, and Crockatoa Island.
20	〃	Left Princes Island for the Cape of Good Hope.
23	〃	Entered the S. E. Trade, in lat. 11° 15′ S., & long. 97° 31′ E.
1833.		
4	Jan.	Lost the S. E. Trade, in lat. 28° 28′ S., & long. 47° 10′ E.
16	〃	Saw Cape Hanglip from the deck N. by E.
17	〃	Anchored in Table Bay (Cape of Good Hope).
25	〃	Left the Cape of Good Hope for St. Helena.
28	〃	Entered the S. E. Trade, in lat. 26° 8′ S., & long. 5° 6′ E.
1	Feb.	Crossed the meridian of Greenwich, in lat. 20° 53′ S.
5	〃	Arrived at St. Helena, and left it the next day for England.
11	〃	Passed Ascension Island, Peak E. S. E.
15	〃	Crossed the Equator, in long. 21° 54′ W.
16	〃	Lost the S. E. Trade, in lat. 4° 3′ S., & long. 22° 30′ W.
		Note. *Captain Daniell had no delay scarcely between the Trades; but light airs often impeded his progress homeward.*
18	〃	Entered the N. E. Trade, in lat. 5° 24′ N., & long. 21° 50′ W.
1	March.	Lost the N. E. Trade, in lat. 26° 42′ N., & long. 38° 53′ W.
24	〃	Saw Scilly Island from the mast-head E. by S.
27	〃	Arrived off Start Point, and received a Pilot on board.

H. C. Ship EDINBURGH, 1335 Tons, Captain David Marshall, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
Jan.	25	25, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	27		3	9	12	104	24	12	39	—	21	161
Feb.	3		7	14	28	92	43	5	45	100	18	798
	10		7	18	17	82	54	29	66	41	32	562
	17		7	24	8	64	31	—	18	150	—	1099
	24		7	30	4	41	55	5	15	148	—	1190
March	3		7	32	24	33	27	28	69	48	23	694
	10	10, Cape Lagullas.	7	34	22	17	30	37	44	39	48	588
	17	11, Cape Good Hope.	7	21	15	0	24 W.	—	24	144	—	1177
	20	20, St. Helena.	3	15	55	5	43	—	—	72	—	444
	24		3	10	30	11	37	—	4	68	—	485
	31	26, Ascension Island.	7	0	57	21	0	29	47	59	33	727
April	7	2, Equator.	7	5	23 N.	25	31	20	90	39	19	492
	14		7	19	40	40	14	—	7	161	—	1103
	21		7	30	54	40	45	6	33	100	29	832
	28		7	46	38	25	4	—	25	143	—	936
May	2	2, Bearhaven Harb.	4	51	30	10	15	2	24	70	—	589
	13	13, Bill of Portland.	8	50	31	2	27	26	106	20	40	471
Total days 105 = 2520 hours.								199	656	1402	263	11848
								656				
				Calms and light airs...				855*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 855 hours = 35d. 15h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

12	Jan.	Left Macao Roads for Gaspar and Sunda Straits.
18	〃	At noon, Grand Natuna E. by S. ½ S., and Saddle Isl. S.E. ½ E.
19	〃	〃 one of the Anambas Islands just discernible W. ½ N.
20	〃	Passed the Anambas: at noon, St. Julian, from deck, S. by E. ½ E.
21	〃	Passed St. Julian North, and Camel Island N. by E.
22	〃	Passed Gaspar Island W. by N., & West Island N. by W. ½ W.
23	〃	At noon, the Brothers, seen from the deck, N. E. ½ E.
24	〃	〃 Hog Point E. ¾ N.; the Brothers N. by W.
25		Passed Keyser's Island, North: at noon, Java Head E. S. E.
31	〃	Entered the S. E. Trade, in lat. 11° 46′ S., & long. 100° 8′ E.
5	Feb.	Lost the S. E. Trade, in lat. 15° 41′ S., & long 89° 16′ E.
8	March.	Sounded on Lagullas Bank: ground 75 and 67 fathoms.
10	〃	Saw Cape Lagullas from the deck N. W. ½ W.
11	〃	Rounded the Cape of Good Hope, under all sail, for St. Helena.
12	〃	Entered the S. E. Trade, in lat. 29° 10′ S., & long. 10° 45′ E.
20	〃	Arrived at St. Helena; anchored off the Town; the Church S. ½ W.
22	〃	Left St. Helena for England, with a steady S. E. Trade.
26	〃	At daylight, Ascension Island seen E. by S. ½ S.
30	〃	Lost the S. E. Trade, in lat. 1° 56′ S., & long. 20° 28′ W.
2	April.	Crossed the Equator, in long. 22° 36′ W.
		Note. *Captain Marshall was detained 11 days between the Trades; he experienced considerable calms, with very light baffling airs, having squalls occasionally, during which period the water was remarkably smooth.*
9	〃	Entered the N. E. Trade, in lat. 7° 58′ N., & long. 30° W.
19	〃	Lost the N. E. Trade, in lat. 28° 54′ N., & long. 45° 9′ W.
2	May.	Rounded the Reef off Roanharrick Island, and anchored in Bearhaven Harb. (S.W. Coast of Ireland) in 9 fms.; Town of Castleton N. W. by W.; the N. E. end of Bear Isl. E. S. E., and Roanharrick Isl. E. by S. ½ S., H.C.S. Berwickshire in company.
5	〃	At 8 A. M. weighed, and made sail; rounded Roanharrick Island, and anchored in Bantry Bay.
6	〃	Left Bantry Bay, with light airs, for the English Channel.
11	〃	Saw the Lizard Lights N. E. ½ E., distant about 5 leagues.
13	〃	The Bill of Portland N. E. by N., and St. Aldan's Head, N.E.
15	〃	Note. *Hove to in the Downs, where an English and French Squadron lay at anchor.*

H. C. SHIP WILLIAM FAIRLIE, 1318 Tons, Captain THOMAS BLAIR, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
Jan.	23	23, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	27		5	10	18	104	24	4	86	—	30	304
Feb.	3		7	17	14	92	40	11	26	131	—	940
	10		7	20	58	85	44	12	104	20	32	556
	17		7	24	14	66	29	3	17	148	—	1207
	24		7	29	55	45	9	—	22	146	—	1205
March	3	5, African Coast.	7	33	8	31	22	17	66	51	34	747
	10	8, Cape Dalgado. 10, Cape Lagullas.	7	34	49	18	56	23	81	39	25	549
	17	11, Cape Good Hope.	7	22	11	2	23	—	18	150	—	1172
	21	21, St. Helena.	4	15	55	5	43 W.	—	—	96	—	577
April	7	8, Ascension Island.	5	8	30	13	42	2	21	97	—	702
	14	13, Equator.	7	1	17 N.	23	32	—	53	81	34	827
	21		7	8	8	30	3	12	101	33	22	590
	28		7	27	17	40	5	—	—	168	—	1376
May	5	5, Corvo and Flores.	7	41	48	28	8	—	27	141	—	1112
	12		7	49	14	5	0	11	27	130	—	1147
	14	14, Portland Bill.	2	50	31	2	27	4	10	21	13	205
Total days 100 = 2400 hours.								99	659	1452	190	13216
								659				
				Calms and light airs...				758*	hours.			

REMARKS DURING THE VOYAGE HOMEWARD.		
7	Jan.	Left Macao Roads for Gaspar and Sunda Straits.
13	"	At daylight passed the Great Natuna W. by N.
16	"	Saw Pulo Leat E. by N., *and proceeded through the Straits of Gaspar and Sunda with the usual routine of calms and light airs; was employed 7 Sea Logs in clearing them.*
23	"	Left Java Head for St. Helena and England.
29	"	Entered the S.E. Trade, in lat. 12° 16′ S., & long. 103° 37′ E.
5	Feb.	Lost the S. E. Trade, in lat. 18° 18′ S., & long. 90° 32′ E.
5	March.	Saw the high land on the African Coast North.
6	"	Saw land from the mast-head N. W. by W.
8	"	Saw Cape Dalgado from the deck N. N. W.
10	"	Passed the Gunner's Quoin N.E. ½ E., & Cape Lagullas E. by S.
11	"	Passed Cape Hanglip N. E. by E., Cape Point E. by N. ½ N., and the Lighthouse on Green Point E. N. E.
14	"	Entered the S. E. Trade, in lat. 25° 50′ S., & long. 7° 13′ E.
21	"	Anchored off St. James's Valley, in St Helena Roads.
3	April.	Left the Island of St. Helena for England.
8	"	Passed Ascension Island, seen from the deck S. W. by W.
12	"	Lost the S. E. Trade, in lat. 1° 21′ S., & long. 22° 50′ W.
13	"	At noon, on the Equator by observation, in long. 23° 0′ W.
NOTE.		*Captain Blair experienced a detention of 8 days between the Trades, from the calms and light airs prevailing in that locality: smooth water the whole time.*
20	"	Entered the N. E. Trade, in lat. 5° 56′ N., & long. 27° 19′ W.
29	"	Lost the N. E. Trade, in lat. 30° 30′ N., & long. 39° 14′ W.
5	May.	Passed the Island of Flores N. E. by E., and Corvo N. N. E.
14	"	Arrived off Portland Bill, and obtained a Pilot.

* Total period of detention from calms and light airs, between Java Head and England, 758 hours = 31d. 14h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP EARL OF BALCARRAS, 1417 Tons, Captain BRYAN BROUGHTON, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.			Longitude by Chro.			Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′		°	′						
Feb.	10	10, Java Head.	—	6	48	S.	105	11	E.	—	—	—	—	—
	17		7	13	43		101	13		16	108	27	41	588
	24		7	21	36		78	54		—	—	168	—	1333
March	3		7	24	29		67	12		7	67	76	18	687
	10		7	27	45		52	34		—	30	100	38	790
	17		7	33	25		32	32		3	43	122	—	1015
	24	24, Cape Hanglip.	7	35	24		19	20		6	82	64	16	687
	31	26, Cape Good Hope.	7	23	4		3	38		14	28	126	—	1080
April	4	4, St. Helena.	4	15	55		5	43	W.	—	1	95	—	658
	7		1	14	18		7	10		—	—	24	—	129
	14	11, Ascension Island.	7	2	14		20	12		—	—	167	1	1007
	21	16, Equator.	7	2	51	N.	24	23		44	84	—	40	391
	28		7	14	25		35	20		—	23	145	—	948
May	5		7	30	9		39	8		—	7	161	—	982
	12		7	43	48		29	37		—	23	145	—	1014
	18	18, Off Ireland.	6	51	4		10	14		1	13	82	48	895
	21	21, Scilly Isles.	3	49	54		6	19		4	6	44	3	275
Total Days 98 = 2352 hours.										92	509	1546	205	12479
										509				
				Calms and light airs...						601*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 601 hours = 25d. 1h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

		REMARKS DURING THE VOYAGE HOMEWARD.
1833.		
25	Jan.	Left Lintin with a fresh N. E. Monsoon, Potoe East, 3 miles, for Gaspar and Sunda Straits.
1	Feb.	Passed Flat Island E. by N.: at noon, West Island S. E. ½ S.
2	〃	Passed the Tumbelan Islands, seen from West to N. W. by W.: at noon, St. Barbe just discernible from the deck, S. W. ½ W.
3	〃	At noon, Gaspar Island just in sight from the mast-head S. S. W. ½ W.; ground, 17 fathoms, hard sand.
4	〃	Passed Gaspar Island, the Peak N. N. E., and Tanjong Brekat W. by S.: at noon, West Island S. 11° E.; Entrance Point S. 17° W., in 18 fathoms water.
5	〃	Passed Round Island W. by N. ½ N.; West Island N. by E., and Entrance Point W. N. W.
6	〃	At noon, the Brothers N. E. by N.; the high land of Bantam S. by W. ½ W.
7	〃	At noon, Pulo Bessy N. 85° W., Peak of Crockatoa S. 57° W., Hog Point North, and the outer Zutphen Island N. 39° E.
8	〃	At noon, Crockatoa Peak S. 70° E., Zee Clip Rock N. 31° E., and the Peak of Princes Island S. 5° W.: no ground 45 fms.
9	〃	At sunset, Princes Island S. 56° E., & Crockatoa Peak N. 53° E.
17	〃	Entered the S. E. Trade, in lat. 13° 43′ S., & long. 101° 13′ E.
25	〃	Lost the S. E. Trade, in lat. 22° 23′ S., & long. 76° 19′ E.
24	March.	Saw Cape Hanglip North, & the Gunner's Quoin N. E. by E. ½ E.
26	〃	Passed Table Mountain, Cape of Good Hope, N. 73° E.
29	〃	Entered the S. E. Trade, in lat. 27° 34′ S., & long. 8° 55′ E.
4	April.	Arrived at St. Helena, and anchored off St. James's Town.
7	〃	Left St. Helena for England, with steady S. E. Trade.
11	〃	Passed the Island of Ascension W. N. W., distant 8 miles.
15	〃	Lost the S. E. Trade, in lat. 0° 54′ S., & long. 21° 15′ W.
16	〃	Crossed the Equator, in long. 22° 24′ W.
NOTE.		*Captain Broughton was 7 days between the Trades, having alternate calms and light airs: very smooth water all the time.*
22	〃	Entered the N. E. Trade, in lat. 3° 25′ N., & long. 25° 3′ W.
3	May.	Lost the N. E. Trade, in lat. 26° 40′ N., & long. 41° 10′ W.
18	〃	Saw the Irish Coast from the deck N. W. to N. by E.
21	〃	Passed St. Agnes Lighthouse, and proceeded up Channel.

H. C. Ship RELIANCE, 1416 Tons, Captain Charles Timins, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
March	4	4, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	10		7	15	26	91	32	—	19	130	19	886
	17		7	25	2	66	46	—	—	168	—	1513
	24		7	29	10	35	32	2	55	90	21	882
	31	5, African Coast.	7	35	16	35	49	—	58	110	—	909
April	7	7, Cape Lagullas.	7	35	0	19	53	5	54	77	32	795
	14	10, Cape Hanglip.	7	26	14	4	58	7	33	128	—	992
	19	19, St. Helena.	5	15	55	5	43 W.	—	—	120	—	857
	28	1, Ascension Island.	3	11	53	10	38	5	3	64	—	363
May	5	5, Equator.	7	1	0 N.	21	50	3	6	130	29	983
	12		7	8	2	27	12	12	88	31	37	413
	19		7	21	52	35	54	2	2	150	14	962
	26		7	29	53	37	10	13	47	67	41	688
June	2		7	39	45	36	35	9	42	100	17	741
	9	11, Scilly Isles.	7	49	10	12	42	1	13	154	—	1143
	12	12, Dunnose.	3	50	37	1	12	—	14	58	—	467
Total days 95 = 2280 hours.								59	434	1577	210	12594
								434				
				Calms and light airs...				493*	hours.			

REMARKS DURING THE VOYAGE HOMEWARD.

1833.		
11	Feb.	Left Macao Roads for the Straits of Gaspar and Sunda.
16	"	Passed the North Natuna E. by S., distant 7 or 8 miles.
		Note. *The Reliance was 15 days in proceeding through Gaspar and Sunda Straits, from having a long continuance of calms, faint airs, and slight contrary currents.*
4	March.	Left Java Head E. by N. for St. Helena.
7	"	Entered the S. E. Trade, in lat. 12° 21′ S., & long. 98° 27′ E.
18	"	Lost the S. E. Trade, in lat. 26° 14′ S., & long. 63° 17′ E.
5	April.	Saw high land on the Coast of Africa from N. N W. to S. E.
7	"	The Gunner's Quoin N. 14° W., & Cape Lagullas N. E. ½ E.: *they remained in sight three days, it being nearly calm the whole time.*
10	"	Cape Lagullas East, Gunner's Quoin N. E., and Cape Hanglip N. by W.
16	"	Entered the S. E. Trade, in lat. 21° 52′ S., & long. 0° 10′ E.
19	"	Arrived at St. Helena, and anchored off St. James's Town.
26	"	Left St. Helena for England: at sunset, the Island S. E. ½ E.
1	May.	Passed Ascension Island; Cross Hill bearing S. S. E. ½ E.
4	"	Lost the S. E. Trade, in lat. 1° 10′ S., & long. 21° 20′ W.
5	"	Crossed the Equator, in long. 21° 49′ W.
		Note. *Captain Timins was 6 days between the S. E. and N. E. Trades, having, as usual, many calms and light variable airs, with occasional squalls and heavy rain.*
10	"	Entered the N. E. Trade, in lat. 6° 0′ N., & long. 23° 42′ W.
20	"	Lost the N. E. Trade, in lat. 24° 12′ N., & long. 36° 26′ W.
11	June.	Saw Scilly Islands; St. Agnes Lighthouse N. by E.
12	"	Arrived off Dunnose E. by N., and Needles Point North.

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* Total period of detention from calms and light airs, between Java Head and England, 493 hours = 20d. 13h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP SIR DAVID SCOTT, 1342 Tons, Captain DAVID WARD, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
March	26	26, Princes Island.	—	6	35 S.	105	15 E.	—	—	—	—	—
	31		5	16	9	88	48	—	—	120	—	1024
April	7		7	24	14	68	42	4	20	144	—	1262
	14		7	30	38	43	30	—	11	157	—	1424
	21	24, African Coast.	7	33	26	30	38	8	53	81	26	775
	28	28, Cape Vaches.	7	35	49	22	30	10	57	68	33	699
May	5	5, Cape Good Hope.	7	34	18	17	10	17	81	29	41	556
	12		7	23	2	3	4	—	17	151	—	1050
	18	18, St. Helena. 24, Ascension Island.	6	15	55	5	43 W.	1	19	124	—	682
	26	29, Equator.	7	4	38	17	15	1	1	148	18	992
June	2		7	5	56 N.	23	53	16	35	97	20	801
	9		7	12	54	33	18	25	40	88	15	704
	16		7	25	47	40	6	—	50	100	18	864
	23		7	40	16	36	3	—	31	137	—	941
	30	4, Corvo and Flores.	7	46	40	21	6	12	45	111	—	883
July	9	9, Land's End. 10, Isle of Wight.	9	50	4	5	42	24	52	100	40	822
Total days 104 = 2496 hours.								118	512	1655	211	12479
								512				
				Calms and light airs...				630*	hours.			

REMARKS DURING THE VOYAGE HOMEWARD.

3 March. Left Macao Roads for the Straits of Gaspar and Sunda.
14 " Passed the Natunas, seen from the deck, E. by S. ½ S.
15 " The Middle Anambas just discernible from the poop West.

NOTE. *The Sir David Scott was 11 Sea Logs running through the Straits of Gaspar and Sunda, having experienced, as usual, calms, light airs, and contrary currents.*

26 " Left Princes Island for St. Helena and England.
27 " Entered the S. E. Trade, in lat. 6° 42′ S., & long. 102° 26′ E.
6 April. Lost the S. E. Trade, in lat. 24° 16′ S., & long. 70° 12′ E.
24 " Saw high land on the Coast of Africa; Buffalo Hill North, and High Peak N. E. by E., distant about 4 or 5 leagues.
28 " At 2h. P. M., land about Cape Vaches N. N. E. *This ship was 11 days off the Cape of Good Hope, with every variety of winds and weather, calms, &c.*
5 May. At daylight, land in sight E. by S., 17 lea., in long. 17° 10′ E.
9 " Entered the S. E. Trade, in lat. 28° 19′ S., & long. 9° 58′ E.
18 " Arrived at St. Helena, and anchored off St. James's Valley.
21 " Left St. Helena for England under all sail.
24 " Passed the Island of Ascension W. by S., distant 13 leagues.
29 " Crossed the Equator, in long. 22° 17′ W.
30 " Lost the S. E. Trade, in lat. 1° 52′ N., & long. 23° 44′ W.

NOTE. *Captain Ward was delayed six days between the Trades, in consequence of frequent calms and light baffling airs (very smooth water the whole time).*

5 June. Entered the N. E. Trade, in lat. 7° 30′ N., & long. 25° 10′ W.
16 " Lost the N. E. Trade, in lat. 25° 47′ N., & long. 40° 16′ W.
4 July. Passed the Islands of Corvo and Flores E. by N., dist. 8 lea.
9 " Land's End was seen from the deck N. N. E. ½ E.
10 " Arrived off Dunnose, obtained a Pilot, and proceeded up Channel.

* Total period of detention from calms and light airs, between Princes Island and England, 630h. = 26d. 6h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP SCALEBY CASTLE, 1242 TONS, CAPTAIN JOHN HILLMAN, FROM CHINA TOWARDS ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles
1833–34.				°	′	°	′					
Nov.	18	18, Java Heaad.	—	6	48 S.	105	11 E.	—	—	—	—	—
	24		7	13	59	83	23	—	—	168	—	1257
Dec.	1		7	22	35	60	35	—	—	168	—	1330
	8		7	28	5	43	15	10	29	129	—	980
	15		7	32	32	31	21	10	79	42	37	698
	22	19, African Coast. 24, Gunner's Quoin.	7	34	56	23	13	28	79	26	35	591
	29	25, Cape Good Hope.	7	25	27	4	10	—	18	150	—	1166
Jan.	4	4, St. Helena.	6	15	55	5	43 W.	—	23	121	—	749
	12	18, Equator.	5	8	57	12	52	—	14	106	—	554
	19		7	3	2 N.	21	25	20	25	123	—	848
	26		7	8	20	28	44	—	79	79	10	529
Feb.	2		7	23	37	39	19	24	4	144	—	1149
	9		7	35	42	36	40	11	59	48	56	766
	16	23, Lizard Point.	7	46	22	23	54	8	38	122	—	828
	24	24, Isle of Wight.	8	50	36	1	18	21	37	110	24	1043
Total days 96 = 2304 hours.								132	484	1536	162	12488
								484				
				Calms and light airs…				616*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 616 hours = 25d. 16h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1833–34.		
26	Oct.	Left Macao, with a fresh N. E. Monsoon, for Banca and Sunda Straits; at sunset, Potoe Island East, 2 miles.
2	Nov.	Passed Pulo Pisang N. 85° W.; Pulo Aor N. 67° W.; and Pulo Tingy West.
4	"	At noon, Pulo Lingin S. 40° W., & Domino Peak N. 82° W.
5	"	The Body of the Seven Islands S. 83° E., & Pulo Taya W. 4 m.
6	"	Entered Banca Strait with light easterly airs; Monopin Hill S. 33° E.

NOTE. *In consequence of faint airs prevailing, Monopin Hill remained in sight nearly four entire days; after which, alternate light airs and calms, with slight contrary currents, caused the Scaleby Castle to be 12 Sea Logs clearing Sunda Strait.*

17	"	Left Sunda Strait: at sunset, Princes Island S. by E., and the Peak on Keyser's Island N. W.
18	"	Entered the S. E. Trade, in lat. 6° 31′ S., & long. 104° 38′ E.
3	Dec.	Lost the S. E. Trade, in lat. 25° 8′ S., & long. 54° 34′ E.
19	"	Saw high land on the African Coast, from N.N.E. to N.N.W.
20 21	"	*25 hours of these two days it was dead calm, and during the remainder light airs, the ship not making more than a knot an hour (smooth water all the time).*
24	"	Saw Cape Lagullas N. 74° E., & the Gunner's Quoin N. 22° E.
25	"	Passed Cape Hanglip N. N. E., & Table Mountain N. N. W.
27	"	Entered the S. E. Trade, in lat. 29° 20′ S., & long. 8° 57′ E.
4	Jan.	Arrived at St. Helena, and anchored off St. James's Town.
8	"	Left St. Helena for England.
17	"	Lost the S. E. Trade, in lat. 0° 17′ S., & long. 20° 18′ W.
18	"	Crossed the Equator, in long. 20° 36′ W.

NOTE. *Captain Hillman was only four days between the Trades; he had baffling winds and squally weather.*

21	"	Entered the N. E. Trade, in lat. 3° 59′ N., & long. 22° 47′ W.
3	Feb.	Lost the N. E. Trade, in lat. 25° 17′ N., & long. 40° 45′ W.
23	"	Saw Lizard Point N. by W., & proceeded up Channel.
24	"	Arrived off the Isle of Wight, and received a Pilot on board.

H. C. SHIP WATERLOO, 1400 Tons, Captain WILLIAM R. BLAKELY, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foûl Wind.	Distance per Log in Miles.
1833.				°	′	°	′					
Dec.	9	9, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	15		7	16	21	83	42	—	1	167	—	1286
	22		7	21	47	65	4	—	5	163	—	1061
	29		7	27	50	45	42	4	7	157	—	1066
1834.												
Jan.	5	5, African Coast. 6, Cape Natal.	7	32	49	29	20	5	35	128	—	991
	12	12, Cape Hanglip.	7	33	4	19	6	40	45	34	49	582
	19	13, Cape Good Hope.	6	25	0	7	31	4	17	99	24	781
	25	25, St. Helena.	6	15	55	5	43 W.	—	3	141	—	926
Feb.	2	2, Ascension Island.	6	6	39	14	45	—	8	136	—	769
	9	9, Equator.	7	0	17 N.	19	31	16	101	20	31	485
	16		7	5	57	24	51	5	99	17	47	594
	23		7	21	33	34	26	—	2	166	—	1142
March	2		7	33	47	36	10	6	31	82	49	796
	9	5, Corvo and Flores.	7	45	13	17	28	10	35	123	—	1051
	16	19, Scilly Islands.	7	49	25	8	49	4	68	64	32	665
	21	21, Lizard Point.	5	49	58	5	11	—	7	80	33	710
Total days 100 = 2400 hours.								94	464	1577	265	12905
								464				
				Calms and light airs…				558*	hours.			

		REMARKS DURING THE VOYAGE HOMEWARD.
20	Nov.	Left Macao Roads for Banca and Sunda Straits, with a steady N.E. Monsoon, the Grand Ladrone N.E. by E. ½ E.
22	″	Saw the high land of Cochin from the deck S. W. ½ W.
27	″	At daylight, Pulo Domar N.E. by E., & Pulo Aor due West.
28	″	Passed Pulo Panjang W. by N.; at noon Pulo Lingin S.W. by S.
29	″	Passed Pulo Lingin & Pulo Taya, and entered Banca Strait; Monopin Hill S.S.W., Banca Isl. from E. N. E. to N.E. ½ N.
		NOTE. *Captain Blakely was 9 Sea Logs between the entrance of Banca Strait and Java Head, having, as usual, alternate calms, faint airs, and slight contrary currents (very smooth water the whole time).*
9	Dec.	Left Java Head homeward, with a fresh S. E. Trade.
21	″	Lost the S. E. Trade, in lat. 21° 8′ S., & long. 67° 19′ E.
1834.		
5	Jan.	Saw distant land on the African Coast from N.N.E. to N. by W.
6	″	Extremes of the land about Cape Natal from N. by E. to N.W.
12	″	Passed the Gunner's Quoin North, & Cape Hanglip S. 73° E.
13	″	Arrived in Table Bay, Cape of Good Hope, the Lighthouse N. W. by W.: anchored in 8 fathoms, 2 miles off shore.
14	″	Left Cape Good Hope for St. Helena: Table Mountain S. by E.
19	″	Entered the S. E. Trade, in lat. 25° 0′ S., & long. 7° 31′ E.
25	″	Arrived at St. Helena, and anchored off St. James's Valley.
28	″	Left St. Helena for England, the Church S. by W. ½ W.
2	Feb.	Passed the Island of Ascension W. by N., about 12 miles.
6	″	Lost the S. E. Trade, in lat. 2° 10′ S., & long. 18° 55′ W.
9	″	Crossed the Equator, in long. 20° 10′ W.
		NOTE. *The Waterloo was 6 days between the Trades, with the usual vicissitudes of calms and light variable airs.*
12	″	Entered the N.E. Trade, in lat. 26° 50′ N., & long. 20° 42′ W.
25	″	Lost the N. E. Trade, in lat. 26° 3′ N., & long. 36° 4′ W.
5	March.	Saw the Island of Flores from the mast-head, N. W.
19	″	Saw St. Agnes' Lighthouse N. by E. ½ E., 8 or 9 miles.
21	″	Arrived off the Lizard, the Lighthouses N. by E. ½ E.

* Total period of detention from calms and light airs, between Java Head and England, 558 hours = 23d. 6h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

H. C. SHIP FARQUHARSON, 1406 Tons, Captain JOHN CRUICKSHANK, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
				°	′	°	′					
1833.												
Dec.	11	11, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	15		4	11	10	92	45	—	2	94	—	721
	22		7	20	14	74	17	—	—	168	—	1209
	29		7	22	57	56	35	—	2	166	—	1008
1834.												
Jan.	5		7	31	30	33	9	—	22	146	—	1292
	12	13, African Coast.	7	34	52	23	42	9	82	21	56	682
	19	21, Gunner's Quoin.	7	35	46	20	53	10	110	—	48	472
	26	22, Cape Good Hope.	7	26	16	4	55	3	38	100	27	1030
	31	31, St. Helena.	5	15	55	5	43 W.	—	9	111	—	879
Feb.	9	7, Ascension Island.	7	4	41	16	19	—	32	136	—	835
	16	12, Equator.	7	4	21 N.	19	28	14	86	21	47	582
	23		7	14	8	29	45	10	28	130	—	933
March	2		7	29	49	37	49	1	32	135	—	1022
	9		7	41	44	32	39	9	51	89	19	866
	16		7	48	29	20	5	—	63	77	28	818
	23		7	49	27	10	25	6	95	31	36	690
	24	24, Start Point.	1	50	36	1	18	—	—	24	—	433
Total days 101 = 2424 hours.								62	652	1449	261	13472
								652				
				Calms and light airs...				714*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 714 hours = 29d. 18h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1833–34.
19 Nov. Left Macao Roads for Banca and Sunda Straits.
26 〃 Saw the Anambas E. S. E., and Pulo Domar S. 25° E.
27 〃 Pulo Domar N. 29° E.; Anambas N. 54° E.; and Pulo Aor S. 88° W.
28 〃 Extremes of Pulo Lingin from S. 84° W. to N. 56° W. Pulo Taya S. 20° W.

NOTE. *The Farquharson was 15 Sea Logs between Pulo Aor and Princes Island, with many hours calm, light airs (having very smooth water) and slight contrary currents throughout Banca & Sunda Straits.*

11 Dec. Passed Zee Clip Rock, Pulo Bessy, and Crockatoa Island: at 7h. P. M. cleared Princes Island, and at 9 passed Java Head under all sail for St. Helena.
12 〃 Entered the S. E. Trade, in lat. 7° 56′ S., & long. 101° 51′ E.
3 Jan. Lost the S. E. Trade, in lat. 29° 42′ S., & long. 42° 44′ E.
13 〃 Saw high land on the African Coast, North.
17 〃 Saw distant land, just in sight from the poop, N. by E.
21 〃 The Gunner's Quoin seen from the deck N. N. W. ½ W.
22 〃 Crossed meridian of the Cape of Good Hope, in lat. 34° 10′ S.
23 〃 Entered the S. E. Trade, in lat. 30° 10′ S., & long. 13° 14′ E.
31 〃 Arrived at St. Helena; anchored off St. James's Town.
2 Feb. Left St. Helena for England.
7 〃 Passed Ascension Island, just discernible, S. E. by E. ½ E.
11 〃 Lost the S. E. Trade, in lat. 0° 34′ S., & long. 19° 2′ W.
12 〃 Crossed the Equator, in long. 19° 18′ W.

NOTE. *Captain Cruickshank was delayed 7 days between the S. E. and N. E. Trades, with the usual calms and light variable airs prevalent in that locality.*

18 〃 Entered the N. E. Trade, in lat. 5° 10′ N., & long. 21° 14′ W.
28 〃 Lost the N. E. Trade, in lat. 27° 27′ N., & long. 36° 13′ W.
24 March. Saw Start Point; at noon, St. Catharine's Point on the Isle of Wight N. N. E., and proceeded up Channel.

H. C. SHIP LADY MELVILLE, 1350 Tons, Captain THOMAS SHEPHERD, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log. in Miles.
1833.				°	′	°	′					
Dec.	28	28, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
1834.												
Jan.	5		8	16	19	85	0	32	28	100	32	1135
	12		7	25	4	66	4	—	2	166	—	1239
	19		7	30	9	45	23	—	5	163	—	1013
	26	28, African Coast.	7	34	16	27	53	1	41	100	26	933
Feb.	2	31, Cape Good Hope.	7	28	41	9	58	1	28	139	—	1126
	9		7	17	42	3	23	—	24	120	24	828
	11	11, St. Helena.	2	15	55	5	43 W.	3	10	35	—	144
	16	16, Ascension Island.	5	7	8	14	53	2	2	98	18	749
	23	22, Equator.	7	1	3 N.	21	52	2	64	71	31	691
March	2		7	9	54	30	13	9	66	80	13	647
	9		7	23	28	41	4	6	16	146	—	930
	16		7	30	8	42	48	9	71	60	28	591
	23		7	41	55	35	7	—	54	100	14	832
	30		7	48	14	10	0	2	16	150	—	1024
April	1	1, Lizard Point.	2	49	58	5	11	—	2	46	—	104
Total Days 94 = 2256 hours.								67	429	1574	186	11986
								429				
							Calms and light airs...	496*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 496 hours = 20d. 16h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1833.		
4	Dec.	Left Lintin for Banca and Sunda Straits: at noon, Potoe from the deck S. by W., and Cabaretta Point N. W. by W.
7	〃	High Mountain on Hainan N. W. by N.
11	〃	Passed Buffalo Island S. W. by S.: at noon, Black Rock W. ½ N.
16	〃	Saw Pulo Aor from the poop W. by N. ½ N.
17	〃	At noon, East Domino W. ¼ N., and Lingin Peak W. S. W.
		NOTE. *The Lady Melville was* 11 *Sea Logs between Lingin and Princes Island, with the usual alternations of faint airs, calms, and slight contrary currents: (the water remarkably smooth the whole way).*
28	〃	At sunset, Princes Island E. by S. ½ S., and Crockatoa Peak E. by N.
30	〃	Entered the S. E. Trade, in lat. 8° 18′ S., & long. 102° 34′ E.
1834.		
9	Jan.	Lost the S. E. Trade, in lat. 24° 57′ S., & long. 72° 8′ E.
28	〃	Saw the land on the Coast of Africa from N. N. E. to N. W. by N.
29	〃	High land seen from the poop from N. E. by N. to N. ½ E.
31	〃	Saw the Cape of Good Hope E. by N. ½ N.
2	Feb.	Entered the S. E. Trade, in lat. 28° 41′ S., & long. 9° 58′ E.
11	〃	Arrived at St. Helena: anchored off St. James's Town.
12	〃	Left St. Helena for England.
16	〃	Passed the Island of Ascension, seen from the deck W. by S.
20	〃	Lost the S. E. Trade, in lat. 1° 59′ S., & long. 19° 35′ W.
22	〃	Crossed the Equator, in long. 21° 10′ W.
		NOTE. *Captain Shepherd experienced a detention of six days between the S. E. and N. E. Trades, arising from calms and light variable airs (smooth water the whole time).*
26	〃	Entered the N. E. Trade, in lat. 5° 14′ N., & long. 23° 5′ W.
12	March.	Lost the N. E. Trade, in lat. 26° 5′ N., & long. 45° 37′ W.
1	April.	Saw the Lizard, passed Portland Bill, and received a Pilot.

H. C. Ship HEREFORDSHIRE, 1354 Tons, Captain Robert Foord, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1834.				°	′	°	′					
Jan.	1	1, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	5		5	14	37	86	35	—	11	60	49	797
	12		7	23	26	64	25	—	—	168	—	1353
	19	28, African Coast. 29, Cape Lagullas.	7	29	10	46	7	—	5	163	—	1097
	26	31, Cape Good Hope.	7	33	24	29	52	1	51	100	16	853
Feb.	2		7	30	36	11	48	6	35	100	27	890
	9		7	19	16	2	1 W.	—	22	146	—	1001
	11	12, St. Helena.	2	15	55	5	43	—	7	41	—	288
	16	17, Ascension Island.	4	9	27	12	30	1	4	91	—	560
	23	21, Equator.	7	3	3 N.	20	24	33	22	113	—	1042
March	2		7	7	7	25	18	14	93	—	61	506
	9		7	19	57	36	37	—	12	156	—	1026
	16		7	25	23	43	3	43	77	—	48	450
	23		7	38	20	37	19	6	35	102	25	973
	30		7	48	48	9	16	3	8	157	—	1202
April	1	1, Isle of Wight.	2	50	36	1	18	—	9	39	—	302
Total days 90 = 2160 hours.								107	391	1436	226	12240
								391				
				Calms and light airs...				498*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 498 hours = 20d. 18h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

	1833.	
13	Dec.	Left Macao Roads for Banca and Sunda Straits.
14	"	Passed the Island of Potoe East, distant 3 miles.
17	"	Saw Pulo Sapata, just discernible from the deck, W. by N.
20	"	At daylight, Pulo Timoan S. 57° W., and Pulo Aor S. 22° W.
21	"	At sunset, Pulo Aor W. by S. ½ S.
		Note. *The Herefordshire succeeded in reaching Java Head from Pulo Aor in 9 Sea Logs, having occasional calms, with faint airs and slight contrary currents (very smooth water all the time).*
31	"	At 5h. P. M., passed Crockatoa Island, the Peak N. 54° E.
	1834.	
1	Jan.	Passed Princes Island E. N. E., and Java Head N. by E. ½ E.
2	"	Entered the S. E. Trade, in lat. 11° 10′ S., & long. 96° 48′ E.
16	"	Lost the S. E. Trade, in lat. 26° 31′ S., & long. 53° 16′ E.
28	"	Saw high land on the African Coast N. E., 14 or 15 leag.
29	"	Saw Cape Lagullas N. N. W. ½ W., distant about 5 leagues.
31	"	Rounded the Cape of Good Hope, in lat. 34° 50′ S., and long. 18° 10′ E.
3	Feb.	Entered the S. E. Trade, in lat. 28° 18′ S., & long. 9° 14′ E.
12	"	Arrived at St. Helena, and anchored off St. James's Valley.
13	"	Left St. Helena for England.
17	"	Saw the Island of Ascension from the deck, W. N. W.
21	"	Crossed the Equator, in long. 19° 28′ W.
23	"	Lost the S. E. Trade, in lat. 3° 3′ N., & long. 20° 24′ W.
		Note. *Captain Foord was only three days between the S. E. & N. E. Trades, with light airs and smooth water.*
26	"	Entered the N. E. Trade, in lat. 5° 11′ N., & long. 20° 18′ W.
14	March.	Lost the N. E. Trade, in lat. 24° 44′ N., & long. 43° 17′ W.
1	April.	Saw the Island of Alderney; arrived off the Isle of Wight, and obtained a Pilot.

H. C. SHIP MARQUIS HUNTLY, 1348 Tons, Captain JOHN HINE, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1834.				°	′	°	′					
Jan.	1	1, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	5		5	16	44	90	13	—	—	100	20	813
	12		7	23	13	68	13	1	2	165	—	1245
	19	29, African Coast.	7	28	25	50	49	—	17	138	13	945
	26	30, Cupola Mountain.	7	32	0	31	35	—	9	159	—	1036
Feb.	2	2, Cape Good Hope.	7	34	22	18	24	4	35	100	29	735
	23		9	19	7	1	13	9	37	147	23	1291
	26	26, St. Helena.	3	15	55	5	43 W.	—	3	69	—	337
March	9	9, Equator.	8	0	50 N.	18	11	—	10	182	—	1026
	16		7	4	38	21	17	26	102	—	40	377
	23		7	16	54	34	51	—	—	168	—	1146
	30		7	30	30	41	24	—	13	155	—	922
April	6		7	36	10	39	44	2	89	30	47	387
	13	9, Corvo and Flores.	7	45	52	21	10	—	4	164	—	1184
	20	26, Eddystone.	7	49	49	9	51	7	75	47	39	557
	27	27, Berry Head.	7	50	24	3	28	—	74	70	24	645
Total days 102 = 2448 hours.								49	470	1694	235	12646
								470				
						Calms and light airs...		519*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 519 hours = 21d. 15h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1833.
5 Dec. Left Macao Roads for Banca and Sunda Straits.
8 " Extremes of Pulo Canton from W. by N. to S. by W.
16 " Saw Pulo Aor from the deck, S. W. by S.
17 " At noon, Ragged Island W. N. W., Saddle Hill W. by S., and Pulo Panjang N. W.
18 " " Pulo Taya N. ¾ W., and the high land of Banca S. by E.
19 " At daylight, Monopin Hill seen S. S. E.

NOTE. *The Marquis Huntly was 11 Sea Logs from the Frederick Hendric Roads to Princes Island, having frequent calms and light airs (smooth water all the time).*

30 " At sunset, Crockatoa Peak E. by N. ½ N., & Keyser's Island N. N. E. ½ E.

1834.
2 Jan. Entered the S. E. Trade, in lat. 10° 29′ S., & long. 100° 39′ E.
16 " Lost the S. E. Trade, in lat. 25° 57′ S., & long. 57° 40′ E.
29 " Saw the high land on the African Coast N. by E.
30 " Saw Table Hills N. N. W., Cupola Mountain N. W., and Cape Vaches N. by W.
31 " Passed the Sand Hills N. E. of Cape Lagullas.
1 Feb. Passed Cape Lagullas, and saw Cape Hanglip due North.
2 " Arrived at Table Bay, Cape of Good Hope.
14 " Left the Cape of Good Hope for England.
18 " Entered the S. E. Trade, in lat. 25° 49′ N., & long. 8° 45′ E.
26 " Anchored off James Town, St. Helena, the Church S. by W. ½ W.
9 March. Crossed the Equator, in long. 18° 11′ W.
10 " Lost the S. E. Trade, in lat. 2° 6′ N., & long. 18° 37′ W.

NOTE. *Captain Hine experienced five days' delay between the Trades, from frequent calms and light variable airs (very smooth water all the time).*

15 " Entered the N. E. Trade, in lat. 4° 17′ N., & long. 19° 43′ W.
29 " Lost the N. E. Trade, in lat. 30° 21′ N., & long. 42° 22′ W.
9 April. Saw Corvo and Flores; passed within 2 miles of the latter.
26 " Passed Eddystone Light E. by S. ½ S.; saw Ramehead N. E. ½ E.
27 " Arrived off Berry Head, and received a Pilot on board.

H. C. SHIP WARREN HASTINGS, 1068 Tons, Captain THOMAS SANDYS, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.	Longitude by Chro.	Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1834.				° ′	° ′					
Jan.	11	11, Java Head.	—	6 48 S.	105 11 E.	—	—	—	—	—
	19		9	14 13	97 37	6	100	74	36	902
	26		7	21 38	76 46	—	—	168	—	1266
Feb.	2		7	24 48	59 43	—	34	107	27	947
	9		7	29 58	40 16	2	29	137	—	1090
	16	17, Cape St. Blaire.	7	35 40	22 47	—	50	95	23	897
	23	20, Gunner's Quoin.	7	32 39	14 39	9	56	62	41	683
March	2	22, Cape Good Hope.	7	21 53	0 34	—	20	148	—	981
	6	6, St. Helena.	4	15 55	5 43 W.	7	6	83	—	511
	16	13, Ascension Island.	8	2 9	18 48	—	4	155	33	1097
	23	20, Equator.	7	2 50 N.	24 42	10	127	—	31	541
	30		7	14 34	38 31	2	9	157	—	1074
April	6		7	28 18	42 0	3	21	131	13	906
	13		7	41 59	29 5	1	15	152	—	1080
	20		7	49 1	12 1	—	25	130	13	905
	27	27, Eddystone.	7	49 51	7 11	2	91	41	34	603
	30	30, Dover Roads.	3	51 8	1 19 E.	3	7	47	15	413
Total Days 108 = 2592 hours.						45	594	1687	266	13896
						594				
					Calms and light airs...	639*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 639 hours = 22d. 11h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1833.		
25	Dec.	Left Macao for Gaspar and Sunda Straits.
31	〃	Passed Saddle Island, and saw North Natuna N. E. by E.
1834.		
2	Jan.	At noon, St. Julian N. ½ E., and St. Esprit E. N. E.
4	〃	〃 Gaspar Island N. N. W., and Pulo Leat South.
7	〃	〃 the Brothers S. W. by S., in one with Rajah Bassa Peak.
9	〃	〃 Zee Clip Rock W. by N., and Crockatoa Peak S. S. W. ½ W.
11	〃	Left Java Head for St. Helena and England.
16	〃	Entered the S. E. Trade, in lat. 10° 58′ S., & long. 103° 47′ E.
1	Feb.	Lost the S. E. Trade, in lat. 24° 17′ S., & long. 62° 14′ E.
17	〃	Saw Cape St. Blaire from the poop, N. W. by W. ½ W.
19	〃	Saw high distant land on the African Coast, N. N. W. ½ W.
20	〃	The Gunner's Quoin N. ½ W., distant 7 or 8 leagues.
22	〃	Saw Table Mountain, Cape of Good Hope, East.
26	〃	Entered the S. E. Trade, in lat. 28° 44′ S., & long. 9° 17′ E.
6	March.	Arrived at St. Helena; St. James's Church S. S. W. ½ W.
9	〃	Left St. Helena for England.
13	〃	Passed the Island of Ascension, W. by S. ½ S., distant 10 or 11 miles.
19	〃	Lost the S. E. Trade, in lat. 0° 47′ S., & long. 20° 33′ W.
20	〃	Crossed the Equator, in long. 21° 24′ W.
		NOTE. *Captain Sandys was detained five days between the Trades with the usual calms and light baffling airs: (smooth water all the time).*
24	〃	Entered the N. E. Trade, in lat. 3° 20′ N., & long. 26° 28′ W.
4	April.	Lost the N. E. Trade, in lat. 25° 40′ N., & long. 41° 39′ W.
27	〃	Passed St. Mary's (Scilly), and saw the Eddystone N. N. E.
30	〃	Anchored in Dover Roads, and received a Pilot on board.

H. C. Ship VANSITTART, 1311 Tons, Captain Robert Scott, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1834.				°	′	°	′					
Jan.	11	11, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	19	16, Christmas Island.	9	13	33	96	26	26	99	42	49	750
	26		7	22	14	75	3	—	—	168	—	1146
Feb.	2		7	27	53	55	51	—	11	157	—	1080
	9		7	33	46	32	2	—	—	168	—	1213
	16	13, Cape Good Hope.	7	30	45	11	52	4	31	100	34	956
	23	1, St. Helena.	7	20	49	0	16 W.	—	56	112	—	847
March	2	6, Ascension Island.	5	12	42	8	54	4	9	107	—	690
	9	9, Equator.	7	0	12 N.	29	9	—	—	123	45	978
	16		7	4	16	24	33	11	118	—	39	448
	23		7	19	5	36	10	—	—	168	—	1132
	30		7	32	14	41	4	5	37	100	26	880
April	6		7	37	28	40	13	1	124	—	43	477
	13		7	45	52	20	19	3	20	145	—	1124
	20	28, St. Agnes Light.	7	48	52	12	30	—	50	88	30	689
	29	29, Isle of Wight.	9	50	36	1	18	—	39	158	19	1078
Total days 107 = 2568 hours.								54	594	1636	285	13488
								594				
						Calms and light airs...		648*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 648 hours = 27 days, during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1833.		
25	Dec.	Left Macao Roads for Gaspar and Sunda Straits.
31	〃	Passed North Natuna bearing East, & Saddle Island E. by N.

Note. *The Vansittart was* 11 *Sea Logs in clearing the Straits from Saddle Island to Java Head, with the usual faint airs, calms, and slight contrary currents, generally experienced at all seasons.*

1834.		
11	Jan.	At 8h. P.M., Princes Island N. E., and Java Head N. N. E.
15	〃	Entered the S. E. Trade, in lat. 10° 7′ S., & long. 104° 20′ E.
16	〃	Saw Christmas Island from the mast-head, South.
31	〃	Lost the S. E. Trade, in lat. 26° 23′ S., & long. 61° 45′ E.
13	Feb.	Saw the Cape of Good Hope S. E. by S., and the Lion's Rump N. E. ½ E., distance off shore about 10 or 11 miles.
14	〃	At daylight, Table Mountain S. E. ½ E.
18	〃	Entered the S. E. Trade, in lat. 26° 28′ S., & long. 8° 52′ E.
26	〃	Anchored in St. Helena Roads, off St. James's Valley.
1	March.	Left St. Helena for England.
6	〃	The Island of Ascension just discernible, E. N. E.
9	〃	Crossed the Equator, in long. 19° 29′ W.
11	〃	Lost the S. E. Trade, in lat. 2° 14′ N., & long. 21° 6′ W.

Note. *Captain Scott was only four days between the Trades.*

15	〃	Entered the N. E. Trade, in lat. 3° 40′ N., & long. 22° 52′ W.
26	〃	Lost the N. E. Trade, in lat. 25° 50′ N., & long. 38° 20′ W.
28	April.	At midnight, St. Agnes Light seen, N. by E. ½ E. 8 miles.
29	〃	Passed Portland Bill N. by E., and St. Catherine's Point N. ¼ E.: received a Pilot on board, and proceeded up Channel.

H. C. SHIP PRINCE REGENT, 992 Tons, Captain RICHARD APLIN, from CHINA towards ENGLAND.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1834.				°	′	°	′					
Feb.	11	11, Princes Island.	—	6	35 S.	105	15 E.	—	—	—	—	—
	16		6	13	16	96	32	—	40	86	18	711
	23		7	20	15	77	14	—	5	163	—	1164
March	2		7	25	41	58	49	—	29	139	—	1096
	9		7	29	48	41	36	—	36	115	17	952
	16		7	36	2	22	41	—	56	98	14	930
	23	18, Cape Good Hope.	7	23	54	2	57 W.	—	24	144	—	1271
	29	29, St. Helena.	6	15	55	5	43	3	28	113	—	674
April	6	4, Ascension Island.	6	4	9	18	5	—	—	144	—	1144
	13	12, Equator.	7	0	15 N.	23	1	18	95	19	36	478
	20		7	4	34	28	15	29	65	27	47	564
	27		7	21	33	40	0	—	—	168	—	1157
May	4		7	34	8	36	43	5	56	90	17	827
	11		7	45	28	20	34	—	23	145	—	1117
	16	16, Berry Head.	5	50	24	3	28	—	5	115	—	834
Total days 93 = 2232 hours.								55	462	1566	149	12919
								462				
				Calms and light airs...				517*	hours.			

* Total period of detention from calms and light airs, between Princes Island and England, 517 hours = 21d. 13h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

26	Jan.	Left Macao for the Straits of Gaspar and Sunda.
27	"	Entered the N.E. Monsoon, in lat. 18°45′N., & long. 111°14′E.
		NOTE. *The Prince Regent, after running down the China Sea with a favourable Monsoon, entered the Straits of Gaspar on the 2d of February, making Flat Island; from passing which, to clearing Java Head, 10 days were employed.*
11	Feb.	Left Princes Island, the Peak S. W. ½ S., & Crockatoa N.
12	"	Entered the S.E. Trade, in lat. 8°29′ S., & long. 102°32′ E.
23	"	Lost the S. E. Trade, in lat. 20° 15′ S., & long. 77° 5′ E.
18	March.	Saw Table Mountain N. 42° E., & Cape Good Hope N. 60° E.
21	"	Entered the S. E. Trade, in lat. 27° 46′ S., & long. 8° 3′ E.
29	"	Arrived at St Helena, and anchored off St. James's Valley.
1	April.	Left St. Helena for England, having a steady Trade.
4	"	Passed the Island of Ascension N. W. by N.
7	"	Lost the S. E. Trade, in lat. 2° 46′ S., & long. 19° 52′ W.
12	"	Crossed the Equator, in long. 22° 52′ W.
		NOTE. *Captain Aplin had a series of alternate calms and light variable airs between the Trades, which continued during the period of 11 days, with smooth water the whole time.*
18	"	Entered the N. E. Trade, in lat. 3° 15′ N., & long. 25° 12′ W.
29	"	Lost the N. E. Trade, in lat. 25° 4′ N., & long. 41° 3′ W.
14	May.	Sounded ground, 75 fathoms, brown sand and shells.
16	"	Saw Berry Head N. by E., Start Point N. W. by N.; at 8 A. M., the Isle of Alderney S. ½ W., and the Caskets S. W. by S., distant 6 or 7 miles.
17	"	At 10h. A. M. Beachy Head North: received a Pilot on board.

H. C. Ship BUCKINGHAMSHIRE, 1369 Tons, Captain Charles Shea, from China towards England.

Date.		Situation.	Days.	Latitude by Obs.		Longitude by Chro.		Hours dead Calm.	Hours light Airs.	Hours fair Wind.	Hours foul Wind.	Distance per Log in Miles.
1834.				°	′	°	′					
Feb.	16	16, Java Head.	—	6	48 S.	105	11 E.	—	—	—	—	—
	23		8	15	13	93	56	31	69	70	22	858
March	2		7	21	43	77	26	1	4	144	19	1058
	9		7	25	3	61	29	13	40	100	15	856
	16	19, African Coast.	7	31	4	39	52	—	12	156	—	1230
	23	22, Cape Buffalo.	7	35	6	24	30	10	49	74	35	811
	30		7	28	3	8	55	10	32	126	—	1028
April	6	6, St. Helena.	7	15	55	5	43 W.	2	6	160	—	1055
	13	14, Ascension Island.	4	8	46	14	31	—	1	95	—	667
	20	19, Equator.	7	1	26 N.	23	0	5	69	80	14	789
	27	27, Cape Good Hope.	7	10	57	37	19	1	9	138	20	1004
May.	4		7	24	50	41	45	2	36	92	38	898
	11		7	36	41	40	52	4	24	121	19	992
	18		7	44	40	21	6	—	52	89	27	981
	25		7	48	36	14	19	—	41	97	30	834
June	1		7	49	29	8	26	1	72	80	15	722
	2	2, Lizard Point.	1	49	58	5	11	—	11	13	—	109
Total days 104 = 2496 hours.								80	528	1634	254	13892
								528				
				Calms and light airs…				608*	hours.			

* Total period of detention from calms and light airs, between Java Head and England, 608 hours = 25d. 8h., during which, the occasional application of steam-power, as an auxiliary aid, would have been advantageous.

REMARKS DURING THE VOYAGE HOMEWARD.

1834.		
3	Feb.	Left Macao for Gaspar and Sunda Straits, with a steady N. E. Monsoon: at noon, Grand Ladrone E. N. E.
8	"	At 4h. 40m. P. M. passed Pulo Sapata North, dist. 7 or 8 m.
10	"	At noon, Saddle Island S. S. W., & Great Tumbelan S. E. by S.
11	"	At daylight, St. Barbe just seen N. E. by E. ½ E., about 10 leag.
12	"	At noon, Pulo Leat E.S.E., West Island S. S. E. ½ E., Tanjong Brekat N. W. by N.
13	"	" the Brothers, from the deck, S. ½ E., & Knob Hill S. W. ½ S.
14	"	" the Button E. by S. ½ S., Stroom Rock S. ½ W., and Zutphen Island S. W.
15	"	" Keyser's Point N. by E., Crockatoa E. by N. ½ N.
16	"	At daylight, high land over Java Head, just seen from the poop E. by N. ½ N.
1	March.	Entered the S. E. Trade, in lat. 20° 51′ S., & long. 80° 13′ E.
13	"	Lost the S. E. Trade, in lat. 28° 11′ S., & long. 47° 31′ E.
19	"	Saw high land on the Coast of Africa, N. by W. to N. W.
22	"	Saw the land about Cape Buffalo from North to N. N. E.
27	"	Crossed the meridian of the Cape of Good Hope, in lat. 34° 50′ S.
30	"	Entered the S. E. Trade, in lat. 28° 3′ S., & long. 8° 55′ E.
6	April.	Arrived at St. Helena, and anchored off St. James's Valley.
10	"	Left St. Helena for England.
14	"	At sunset passed the Island of Ascension, E. N. E.
18	"	Lost the S. E. Trade, in lat. 0° 42′ S., & long. 21° 18′ W.
19	"	Crossed the Equator, in long. 22° 11′ W.
		Note. *Captain Shea was only* 3 *days between the Trades, having light variable airs and occasional squalls.*
21	"	Entered the N. E. Trade, in lat. 2° 17′ N., & long. 24° 35′ W.
3	May.	Lost the N. E. Trade, in lat. 23° 36′ N., & long. 41° 58′ W.
2	June.	Passed Scilly Islands, & saw the Lizard Lighthouses N. E. ½ E.

A Table shewing the average Number of Days occupied by the Honourable Company's Ships in performing Passages to and from the principal Ports in India, during the different Periods of the Monsoons; constructed from fifty Journals.

By James Horsburgh, Esq., F. R. S., Hydrographer to the East India Company.

FROM THE PORT OF CALCUTTA.	Madras.	Return.	Ceylon.	Return.	Bombay.	Return.	Mauritius.	Return.	Cape.	Return.	Rangoon.	Return.	Penang.	Return.	Bencoolen.	Return.	Java.	Return.	Amboyna.	Return.	Manilla.	Return.	China.	Return.	Pt. Jackson.	Return.	Bussorah.	Return.
THIS DIVISION OF THE TABLE IS DURING THE S. W. MONSOON.																												
April	20	12	30	20	60	30	60	49	70	59	14	10	30	20	40	30	45	35	55	45	70	60	70	66	90	70	90	45
May	25	9	35	18	65	30	65	35	75	45	15	9	40	16	50	28	55	33	65	43	80	58	86	64	110	66	95	45
June	35	8	45	15	70	20	65	30	75	40	18	8	40	18	50	28	55	33	65	43	80	58	86	64	110	66	100	40
July	35	8	45	15	75	20	70	30	80	40	18	8	40	18	50	28	55	33	65	43	80	58	86	64	110	66	100	40
August	25	10	40	18	75	24	65	33	75	45	16	9	35	20	45	30	50	35	60	45	75	60	81	66	100	70	100	45
September	22	12	30	20	70	30	60	49	70	59	14	10	30	20	40	30	45	35	55	45	70	60	76	66	90	70	95	50
THIS DIVISION OF THE TABLE IS DURING THE N. E. MONSOON.																												
October	15	20	25	30	50	50	49	55	59	65	12	12	20	25	30	35	35	40	45	50	60	65	66	71	70	80	85	60
November	12	25	20	35	40	55	40	60	50	70	10	14	20	30	30	40	35	45	45	55	60	70	66	76	70	90	70	70
December	8	30	15	48	30	65	30	70	40	80	9	18	18	40	28	50	33	55	43	65	58	80	64	86	66	100	60	90
January	8	35	15	45	25	75	30	70	40	80	8	18	18	45	28	55	33	60	43	70	58	95	64	100	66	120	40	100
February	10	30	18	40	30	70	35	65	45	75	10	14	18	40	28	50	33	55	43	65	58	90	64	100	66	120	45	100
March	15	20	20	30	30	55	40	60	55	70	12	14	20	30	30	40	35	45	50	55	65	85	70	89	70	95	50	95

GENERAL ABSTRACT OF VOYAGES OUTWARD.

From ENGLAND to BOMBAY HARBOUR.

Page.	Year.	SHIPS' NAMES.	Days between the Trades.	Hours calm and light Airs.	Hours fair Wind.	Hours foul Wind.	Total Hours during the Voyage.	Total Dist. per Log in Miles.
1	1791	Taunton Castle	6	938	1389	409	2736	12924
2	1808	Winchelsea	7	824	1621	147	2592	12820
3	1813	James Sibbald	16	1141	1845	110	3096	14146
4	1822	Dunira	8	910	1674	392	2976	14045
5	1824	Castle Huntly	10	813	1037	910	2760	12382
6	1829	Buckinghamshire	10	1311	1378	359	3048	13479
7	1832	Duchess of Athol	5	642	1659	229	2520	14139
8	—	Orwell	6	666	1619	225	2520	14017
9	1833	Marquis of Huntley	7	1068	1455	309	3832	13344
10	—	Herefordshire	12	828	1529	235	2592	13153
11	—	Farquharson	9	624	1486	218	2328	13701
12	—	Lady Melville	10	647	1529	128	2304	12942
		12)	106	10412	18221	3671	33304	161092
		Average Hours		868	1518	306	2775	13424
		〃 Days and Hours .	d. h. 8 20	d. h. 36 4	d. h. 63 6	d. h. 12 18	d. h. 115 15	

From ENGLAND to MADRAS ROADS.

Page.	Year.	SHIPS' NAMES.	Days between the Trades.	Hours calm and light Airs.	Hours fair Wind.	Hours foul Wind.	Total Hours during the Voyage.	Total Dist. per Log in Miles.
13	1817	William Pitt	3	797	1600	219	2616	13333
14	1819	Windsor	8	756	1526	166	2448	14266
15	1821	Marquis of Wellington	9	798	1636	182	2616	14267
16	1822	Asia	11	637	1599	332	2568	14033
17	1824	Asia	12	462	1595	243	2400	13813
18	—	Rose	17	726	1595	223	2544	12294
19	1830	Castle Huntly	15	834	1636	218	2688	14435
20	1833	Buckinghamshire	10	835	1587	218	2640	13849
21	—	Warren Hastings	12	760	1516	244	2520	14171
		9)	97	6605	14290	2045	23040	124461
		Average Hours		734	1588	227	2560	13629
		〃 Days and Hours .	d. h. 10 19	d. h. 30 14	d. h. 66 4	d. h. 9 12	d. h 106 16	

GENERAL ABSTRACT OF VOYAGES OUTWARD.

FROM ENGLAND TO BENGAL.

Page.	Year.	SHIPS' NAMES.	Days between the Trades.	Hours calm and light Airs.	Hours fair Wind.	Hours foul Wind.	Total Hours during the Voyage.	Total Dist. per Log in Miles.
22	1818	Castle Huntly	10	494	1676	230	2400	14914
23	—	Dunira	11	440	1849	111	2400	14628
24	—	Asia	12	663	1600	305	2568	14190
25	1820	Asia	13	932	1623	325	2880	14750
26	1831	Thames	8	631	1605	380	2616	14327
27	—	Repulse..........................	11	582	1457	265	2304	13814
28	1832	William Fairlie	6	830	1466	416	2712	14147
29	—	Reliance	10	609	1463	256	2328	13986
30	—	Sir David Scott	8	693	1753	290	2736	15345
31	1833	Vansittart	9	545	1600	183	2328	13948
		10)	98	6419	16092	2761	25272	144049
		Average Hours		642	1609	276	2527	14405
		„ Days and Hours.	d. h. 9 19	d. h. 26 18	d. h. 67 1	d. h. 11 12	d. h. 105 7	

FROM ENGLAND TO CHINA.*

Page.	Year.	SHIPS' NAMES.	Days between the Trades.	Hours calm and light Airs.	Hours fair Wind.	Hours foul Wind.	Total Hours during the Voyage.	Total Dist. per Log in Miles.
48	1793	Lord Thurlow..................	14	613	1768	211	2592	13950
49	1821	Windsor	7	533	1631	136	2400	14161
50	—	Bombay	13	741	1405	230	2376	12933
51	1823	Charles Grant..................	8	594	1590	264	2448	13125
52	1831	Duke of York..................	10	386	1648	198	2232	14220
53	—	Scaleby Castle..................	7	517	1653	230	2400	14283
54	1832	Earl of Balcarras...............	11	351	1495	228	2064	12785
55	1833	Prince Regent..................	9	576	1741	203	2520	15064
56	—	Rose	8	850	1493	321	2664	14036
57	—	Scaleby Castle..................	7	401	1447	240	2088	12823
		10)	94	5562	15871	2261	23784	137380
		Average Hours		556	1587	226	2378	13738
		„ Days and Hours.	d. h. 9 10	d. h. 23 4	d. h. 66 3	d. h. 9 10	d. h. 99 2	

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* *Id est,* as far as the "STRAITS," outward-bound.

GENERAL ABSTRACT OF VOYAGES THROUGH THE VARIOUS STRAITS TO AND FROM CHINA.

VOYAGES OUTWARD.

Page.	Year.	SHIPS' NAMES.	Straits passed through.	Days.
1	1791	Taunton Castle	Malacca and Singapore	21
7	1832	Duchess of Athol	〃 〃	15
8	—	Orwell	〃 〃	17
9	1833	Marquis of Huntly	〃 〃	17
14	1819	Windsor	〃 〃	20
22	1818	Castle Huntly	〃 〃	22
23	—	Dunira	〃 〃	19
26	1831	Thames	〃 〃	12
27	—	Repulse	〃 〃	13
28	1832	William Fairlie	〃 〃	17
29	—	Reliance	〃 〃	21
30	—	Sir David Scott	〃 〃	12
31	1833	Vansittart	〃 〃	17
32	1808	Winchelsea	〃 〃	22
33	1822	Dunira	〃 〃	25
34	1824	Castle Huntly	〃 〃	20
35	1829	Buckinghamshire	〃 〃	21
36	1830	Castle Huntly	〃 〃	18
37	1833	Farquharson	〃 〃	20
38	—	Lady Melville	〃 〃	19
39	—	Herefordshire	〃 〃	21
40	—	Warren Hastings	〃 〃	22
41	—	Buckinghamshire	〃 〃	22
42	1819	Dunira	Gaspar and Sunda	28
43	1820	William Pitt	〃 〃	30
47	1819	William Pitt	Malacca and Singapore	22
48	1793	Lord Thurlow	Sunda and Banca	14
49	1821	Windsor	Sunda and Gaspar	11
50	—	Bombay	〃 〃	16
51	1823	Charles Grant	Malacca and Singapore	14
52	1831	Duke of York	Sunda and Gaspar	13
53	—	Scaleby Castle	〃 〃	10
54	1832	Earl of Balcarras	〃 〃	7
55	1833	Prince Regent	Malacca and Singapore	20
56	—	Rose	〃 〃	14
57	—	Scaleby Castle	Sunda and Gaspar	10

GENERAL ABSTRACT OF VOYAGES THROUGH THE VARIOUS STRAITS TO AND FROM CHINA.

VOYAGES HOMEWARD.

Page.	Year.	SHIPS' NAMES.	Straits passed through.	Days.
58	1792	Taunton Castle	Banca and Sunda...........	16
59	1794	Lord Thurlow	〃 〃 ...	19
60	1805	Ceres	Malacca and Singapore ...	16
61	1808	Walmer Castle................	〃 〃 ...	12
62	1809	Winchelsea	〃 〃 ...	14
66	1819	Castle Huntly	Gaspar and Sunda	12
67	—	Dunira	〃 〃 ...	28
69	1820	Windsor	〃 〃 ...	11
70	—	William Pitt	〃 〃 ...	30
71	1821	Asia	〃 〃 ...	10
72	—	Bombay..........................	Banca and Sunda...........	14
74	1822	Windsor	Gaspar and Sunda	6
76	1825	Castle Huntly	〃 〃 ...	11
79	1830	Buckinghamshire..............	〃 〃 ...	17
80	1831	Castle Huntly	〃 〃 ...	10
81	—	Thames..........................	Banca and Sunda...........	13
82	—	Repulse..........................	〃 〃 ...	11
83	1832	Duke of York	Gaspar and Sunda	7
84	—	Orwell	Banca and Sunda...........	13
85	—	Duchess of Athol..............	Gaspar and Sunda	13
86	1833	Edinburgh	〃 〃 ...	9
87	—	William Fairlie	〃 〃 ...	10
88	—	Earl of Balcarras	〃 〃 ...	10
89	—	Reliance	〃 〃 ...	15
90	—	Sir David Scott	〃 〃 ...	11
91	—	Scaleby Castle	Banca and Sunda...........	15
92	1834	Waterloo	〃 〃 ...	12
93	—	Farquharson....................	〃 〃 ...	15
94	—	Lady Melville	〃 〃 ...	13
95	—	Herefordshire	〃 〃 ...	10
96	—	Marquis Huntly	〃 〃 ...	14
97	—	Warren Hastings..............	Gaspar and Sunda	5
98	—	Vansittart.......................	〃 〃 ...	4
99	—	Prince Regent	〃 〃 ...	11
100	—	Buckinghamshire..............	〃 〃 ...	3

GENERAL ABSTRACT OF VOYAGES FROM INDIA AND CHINA TOWARDS ENGLAND.

Page.	Year.	SHIPS' NAMES.	Days between the Trades.	Hours calm and light Airs.	Hours fair Wind.	Hours foul Wind.	Total Hours during the Voyage.	Total Dist. per Log in Miles.
58	1792	Taunton Castle	7	835	1452	377	2664	13159
59	1794	Lord Thurlow	15	1151	1564	357	3072	13327
60	1805	Ceres	15	1774	1487	267	3528	13419
61	1808	Walmer Castle	14	1603	1630	341	3576	13115
62	1809	Winchelsea	14	1714	1451	387	3552	13962
63	1812	Batavia	10	1834	1446	488	3768	14988
64	1813	James Sibbald	7	1437	1722	393	3552	13476
65	1817	William Pitt	13	1234	1505	381	3120	14016
66	1819	Castle Huntly	7	1073	1332	403	2808	12682
67	—	Dunira	10	493	1821	458	2772	14577
68	—	Asia	11	1504	1540	364	3408	15082
69	1820	Windsor	5	637	1804	247	2688	14188
70	—	William Pitt	7	1926	1948	330	4104	16062
71	1821	Asia	2	705	1353	294	2352	12540
72	—	Bombay	5	737	1240	375	2352	12828
73	1822	Marquis of Wellington	9	984	1522	251	2760	13022
74	—	Windsor	3	729	1639	272	2640	14247
75	—	Asia	6	1063	1648	385	3096	14554
76	1825	Castle Huntly	3	747	1384	317	2448	12136
77	—	Asia	9	752	1589	299	2640	12988
78	—	Rose	4	1295	1765	304	3360	14309
79	1830	Buckinghamshire	8	1343	1560	361	3264	14409
80	1831	Castle Huntly	5	1061	1673	386	3120	14232
81	—	Thames	5	625	1512	239	2376	12815
82	—	Repulse	2	636	1534	278	2448	13180
83	1832	Duke of York	4	566	1590	424	2580	14317
84	—	Orwell	7	618	1395	339	2352	12827
85	—	Duchess of Athol	2	470	1461	253	2184	13120
86	1833	Edinburgh	11	855	1402	263	2520	11848
87	—	William Fairlie	8	758	1452	190	2400	13216
88	—	Earl of Balcarras	7	601	1546	205	2352	12479
89	—	Reliance	6	493	1577	210	2280	12594
90	—	Sir David Scott	6	630	1655	211	2496	12479
91	—	Scaleby Castle	4	616	1536	162	2304	12488
92	1834	Waterloo	6	558	1577	265	2400	12905
93	—	Farquharson	7	714	1449	261	2424	13472
94	—	Lady Melville	6	496	1574	186	2256	11986
95	—	Herefordshire	3	498	1436	226	2160	12240
96	—	Marquis Huntly	5	519	1694	235	2448	12646
97	—	Warren Hastings	5	639	1687	266	2592	13896
98	—	Vansittart	4	648	1636	285	2568	13488
99	—	Prince Regent	11	517	1566	149	2232	12919
100	—	Buckinghamshire	3	608	1634	254	2496	13892
		43)	301	38696	66988	12938	118412	576125
		Average Hours and Distance.		900	1558	301	2754	13398
			d.	d. h.	d. h.	d. h.	d. h.	
		„ Days and Hours ...	7	37 12	64 22	12 13	114 18	

TABLE OF THE SEVERAL COURSES AND DISTANCES QUOTED IN THE PRECEDING ANALYSIS.

MALACCA AND SINGAPORE STRAITS.

Names of Places.	Latitudes.	Longitudes.	Courses.	Distances.
	° ′	° ′	° ′	
Pulo Pera	5 42 N.	99 1 E.	S. 29 38 E.	199.2 miles.
Round Arroa	2 49 N.	100 40 E.	S. 62 30 E.	173.3 miles.
Pedro Branco	1 20 N.	104 26 E.		
Whole Distance through Malacca and Singapore Straits				372.5 miles.

SUNDA AND BANCA STRAITS.

Names of Places.	Latitudes.	Longitudes.	Courses.	Distances.
	° ′	° ′	° ′	
First Point of Java	6 44 S.	105 10 E.	N. 48 22 E.	61.0 miles.
Anjer Town	6 4 S.	105 55 E.	N. 4 59 E.	171.7 miles.
Lucepara Island	3 13 S.	106 10 E.	N. 41 2 W.	102.1 miles.
Frederic Hendric Rocks	1 56 S.	105 3 E.		
Whole Distance through Sunda and Banca Straits				334.8 miles.

SUNDA AND GASPAR STRAITS.

Names of Places.	Latitudes.	Longitudes.	Courses.	Distances.
	° ′	° ′	° ′	
First Point of Java	6 44 S.	105 10 E.	N. 48 22 E.	61.0 miles.
Anjer Town	6 4 S.	105 55 E.	N. 19 25 E.	203.6 miles.
Pulo Leat	2 52 S.	107 3 E.	N. 8 20 E.	234.0 miles.
Tumbelan Island	1 0 N.	107 35 E.		
Whole Distance through Sunda and Gaspar Straits				498.6 miles.

FROM MALACCA AND SINGAPORE STRAITS TO CHINA.

Names of Places.	Latitudes.	Longitudes.	Courses.	Distances.
	° ′	° ′	° ′	
Pedro Branco	1 20 N.	104 26 E.	N. 62 10 E.	124 miles.
South Anambas	2 18 N.	106 12 E.	N. 20 27 E.	1258 miles.
Grand Ladrone	21 57 N.	113 44 E.		
Whole Distance from Pedro Branco to the Grand Ladrone				1382 miles.

FROM SUNDA AND BANCA STRAITS TO CHINA.

Names of Places.	Latitudes.	Longitudes.	Courses.	Distances.
	° ′	° ′	° ′	
Frederic Hendric Rocks	1 56 S.	105 3 E.	N. 15 12 E.	263.2 miles.
South Anambas	2 18 N.	106 12 E.	N. 20 27 E.	1258.0 miles.
Grand Ladrone	21 57 N.	113 44 E.		
Whole Distance from Frederic Hendric Rocks to the Grand Ladrone				1521.2 miles.

FROM SUNDA AND GASPAR STRAITS TO CHINA.

Names of Places.	Latitudes.	Longitudes.	Courses.	Distances.
	° ′	° ′	° ′	
Tumbelan Island	1 00 N.	107 35 E.	N. 47 20 W.	114 miles.
South Anambas	2 18 N.	106 12 E.	N. 20 27 E.	1258 miles.
Grand Ladrone	21 57 N.	113 44 E.		
Whole Distance from Tumbelan Island to the Grand Ladrone				1372 miles.

Probable Saving of Time to be effected during future Voyages to India by the judicious Use of Steam-power, on a limited Scale, applied as an auxiliary Aid to Shipping.

Average of the present Interval.	ENGLAND TO BOMBAY.	Assumed future Interval.
Days.		Days.
36¼	*Calms and light Airs*, a similar distance performed by occasional application of steam-power in	12¼
63¼	*Fair Winds.* Steam-power not required; consequently the average period occupied would be the same	63¼
12¾	*Foul Winds.* By using the Lee Propeller only, during *light* foul winds, a ship would be kept to windward, and be as far advanced, or in a preferable situation, in	9½
	Total period, supposing a ship fitted with steam-power, *pursuing the present route* to Bombay..	85
	By the *occasional aid of steam-power*, a ship would be enabled to cross the Equator well to windward (probably in 12° West longitude); thereby make a fair wind of the S. E. Trade; avoid the detour to the westward, which sailing vessels are at present compelled to make; and effect generally a more direct course: advantages, it is presumed, that would shorten the voyage to Bombay, by	16
112¼	Present average duration of a voyage from England to Bombay. Future probable average duration of a voyage from England to Bombay.	69

Average of the present Interval.	ENGLAND TO MADRAS.	Assumed future Interval.
Days.		Days.
30½	*Calms and light Airs*, a similar distance performed by occasional application of steam-power in	10½
66¼	*Fair Winds.* Steam-power not required; consequently the average period occupied would be the same	66¼
9½	*Foul Winds.* By using the Lee Propeller only, during *light* foul winds, a ship would be kept to windward, and be as far advanced, or in a preferable situation, in	6¾
	Total period, supposing a ship fitted with steam-power, *pursuing the present route* to Madras	83½
	By the *occasional aid of steam-power*, a ship would be enabled to cross the Equator well to windward (probably in 12° West longitude); thereby make a fair wind of the S. E. Trade; avoid the detour to the westward, which sailing vessels are at present compelled to make; and effect generally a more direct course: advantages, it is presumed, that would shorten the voyage to Madras, by	15½
106¼	Present average duration of a voyage from England to Madras. Future probable average duration of a voyage from England to Madras.	68

PROBABLE SAVING OF TIME TO BE EFFECTED DURING FUTURE VOYAGES TO INDIA BY THE JUDICIOUS USE OF STEAM-POWER, ON A LIMITED SCALE, APPLIED AS AN AUXILIARY AID TO SHIPPING.

Average of the present Interval.	ENGLAND TO BENGAL.	Assumed future Interval.
Days.		Days.
26¾	*Calms and light Airs*, a similar distance performed by occasional application of steam-power, in	8¾
67	*Fair Winds.* Steam-power not required; consequently the average period occupied would be the same	67
11½	*Foul Winds.* By using the Lee Propeller only, during *light* foul winds, a ship would be kept to windward, and be as far advanced, or in a preferable situation, in	7¾
	Total period, supposing a ship fitted with steam-power, *pursuing the present route* to Bengal	83½
	By the *occasional aid of steam-power*, a ship would be enabled to cross the Equator well to windward (probably in 12° West longitude); thereby make a fair wind of the S. E. Trade; avoid the detour to the westward, which sailing vessels are at present compelled to make; and effect generally a more direct course: advantages, it is presumed, that would shorten the voyage to Bengal, by	15½
105¼	Present average duration of a voyage from England to Bengal. Future probable average duration of a voyage from England to Bengal.	68

Average of the present Interval.	ENGLAND TO CHINA.*	Assumed future Interval.
Days.		Days.
23¼	*Calms and light Airs*, a similar distance performed by occasional application of steam-power, in	7¾
66	*Fair Winds.* Steam-power not required; consequently the average period occupied would be the same	66
9½	*Foul Winds.* By using the Lee Propeller only, during *light* foul winds, a ship would be kept to windward, and be as far advanced, or in a preferable situation, in	6¼
	Total period, supposing a ship fitted with steam-power, *pursuing the present route* to the Straits	80
	By the *occasional aid of steam-power*, a ship would be enabled to cross the Equator well to windward (probably in 12° West longitude); thereby make a fair wind of the S. E. Trade; avoid the detour to the westward, which sailing vessels are at present compelled to make; and effect generally a more direct course: advantages, it is presumed, that would shorten the voyage to the Straits by	13
98¾	Present average duration of a voyage from England to the Straits. Future probable average duration of a voyage from England to the Straits.	67

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* *Id est*, as far as the "STRAITS," outward-bound.

Honourable East India Company's Steam Ship ATALANTA, 630 Tons, Captain JOHN P. CAMPBELL, from ENGLAND towards BOMBAY.

Power of Engines, 210 *Horse.—Diameter of Cylinder*, 54 *Inches.—Length of Stroke*, 5 *Feet.—Diameter of the Wheels*, 20 *Feet* 6 *Inches.*

Date.		Situation.	Tons of Coals expended.	Days in actual Motion.		Days in Port, at Anchor.	
1836-7.							
Decem.	29	Left Falmouth		d.	h.	d.	h.
January	6	Anchored at Teneriffe	116	8	1		
	12	Left Ditto				5	23
	16	Anchored at Bonavista	62	3	23		
	22	Left Ditto				6	1
February	1	Anchored at Fernando Po	152	11	6		
	5	Left Ditto				4	6
	19	Anchored at the Cape of Good Hope	210	14	10		
	28	Left Ditto				9	14
March	17	Anchored at Mauritius	217	16	0		
	26	Left Ditto				8	6
April	7	Anchored at Cochin	180	12	6		
	10	Left Ditto				3	8
	14	Arrived at Bombay	52	3	16		
Total	107	Coals expended from England to Bombay	989	69	14	37	10
		Days and hours in Port		37	10		
		Total days between England and Bombay		107	0		

The distance actually traversed by the Log between England and Bombay, 11,806 miles.

Honourable East India Company's Steam Ship BERENICE, 680 Tons, Captain GEORGE GRANT, from ENGLAND towards BOMBAY.

Power of Engines, 230 *Horse.—Diameter of Cylinder*, 56 *Inches.—Length of Stroke*, 5 *Feet* 6 *Inches.—Diameter of the Wheels*, 22½ *Feet.*

Date.		Situation.	Tons of Coals expended.	Days in actual Motion.		Days in Port, at Anchor.	
1837.							
March	16	Left Falmouth		d.	h.	d.	h.
	24	Anchored at Teneriffe	127	7	7½		
	25	Left Ditto				1	16½
	30	Anchored at Bonavista	84	4	9½		
April	2	Left Ditto				2	14½
	14	Anchored at Fernando Po	155	11	5		
	20	Left Ditto				6	19
May	4	Anchored at the Cape of Good Hope	267	14	5		
	11	Left Ditto				7	19
	24	Anchored at Mauritius	246	13	0		
	30	Left Ditto				6	6
June	13	Arrived at Bombay	197	13	18		
Total	89	Coals expended from England to Bombay	1076	63	21	25	3
		Days and hours in Port		25	3		
		Total days between England and Bombay		89	0		

The distance actually traversed by the Log between England and Bombay, 12,929 miles.

Honourable East India Company's Steam Ship SEMIRAMIS, 733 Tons, Captain George Brucks, I. N., from England towards Bombay.

Power of Engines, 300 *Horse.—Diameter of Cylinder,* 63 *Inches.—Length of Stroke,* 6 *Feet. Weight on Safety Valve,* 3¼ *lbs.—Diameter of Wheels* 23 *Feet* 4 *Inches.—Length of Float,* 8 *Feet* 2 *Inches.—*5 *Square Boilers in one, containing altogether* 75 *Tons.*

Date.	Situation.	Tons of Coals received on board.	Days in actual Motion.	Days in Port, at Anchor.
1837-8.				
Decem. 21	Left Falmouth	356		
31	Anchored at Teneriffe	100	10	
January 3	Left Ditto			3
8	Anchored at St. Vincent	247	5	
14	Left Ditto			6
27	Anchored at St. Helena	312	13	
February 3	Left Ditto			7
15	Anchored at the Cape of Good Hope	342	12	
27	Left Ditto			12
March 16	Anchored at Mauritius	375	17	
24	Left Ditto			8
April 6	Anchored at Cochin	110	13	
8	Left Cochin Harbour			2
12	Arrived at Bombay		4	
Total 112	Total Tons of Coals received...	1842	74	38
	Remaining stock on arriving at Bombay...	65	38	
	Tons of Coals, with Time expended	1777	112 days.	

The distance actually traversed by the Log between England and Bombay, 15,200 miles.

Steam Ship ENTERPRISE, Capt. Johnson, from England towards Bengal.

Date.	Situation.	Days in actual Motion.	Days in Port, at Anchor.
1825.			
August 16	Left Falmouth		
Septem. 18	Anchored at St. Thomas's	32	
21	Left Ditto		3
October 13	Anchored at the Cape of Good Hope	22	
21	Left Ditto		8
Decem. 7	Arrived in Bengal	47	
Total 112		101	11
	Days in Port	11	
	Total Days between England and Bengal...	112	

The distance actually traversed by the Log between England and Bengal, 13,522 miles.

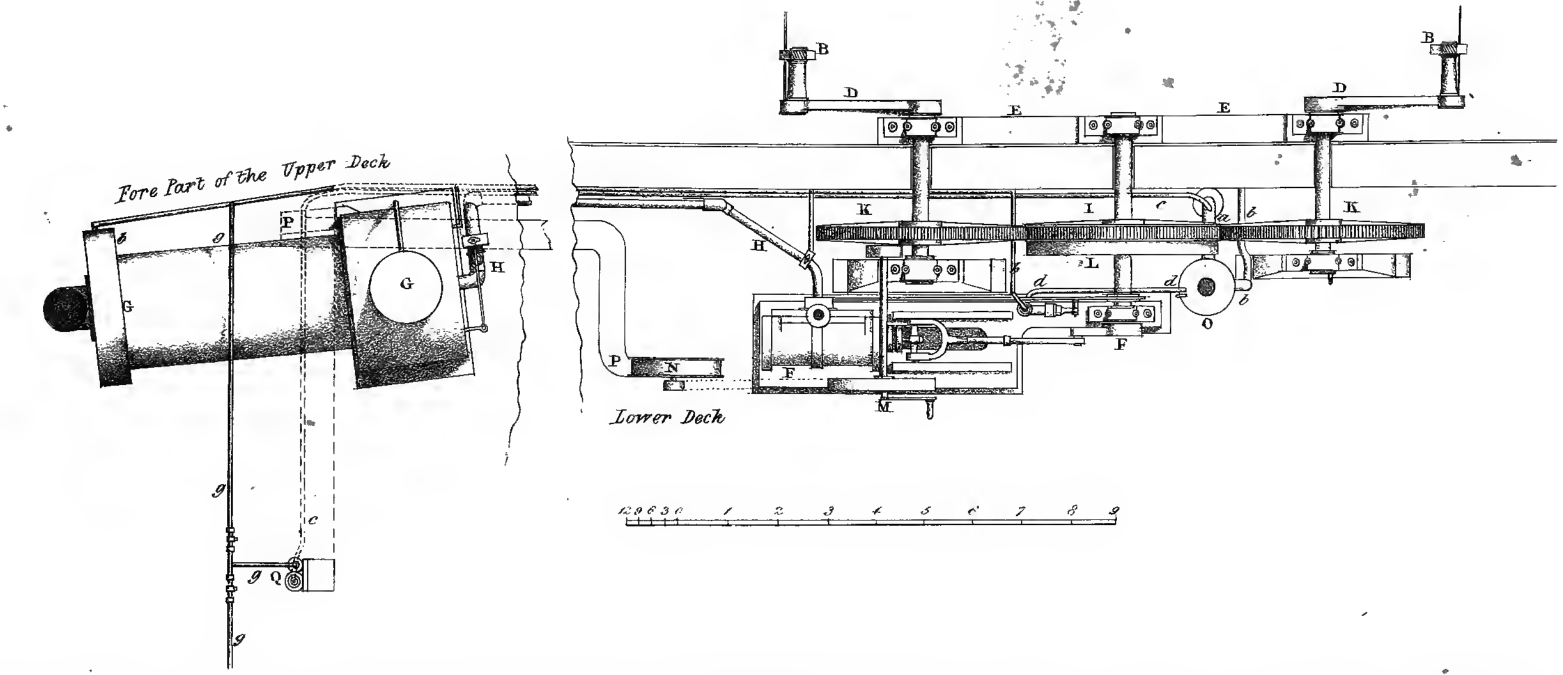
Ship MARIA, 460 Tons, Captain James Black, From England towards Bombay.

Fitted with Steam-power, for use during Calms and light Airs.—Power of Engines (2), 10 *Horse each.*

This Ship left the Lizard on the 19*th December,* 1838. *An accident to one of the Engines at an early period of the Voyage prevents any statement, from actual experience, of the time saved by the application of Steam-power, as an auxiliary aid, being furnished at present. Captain Black, in consequence of the misfortune alluded to, did not arrive at Bombay until the* 3*d of May.*

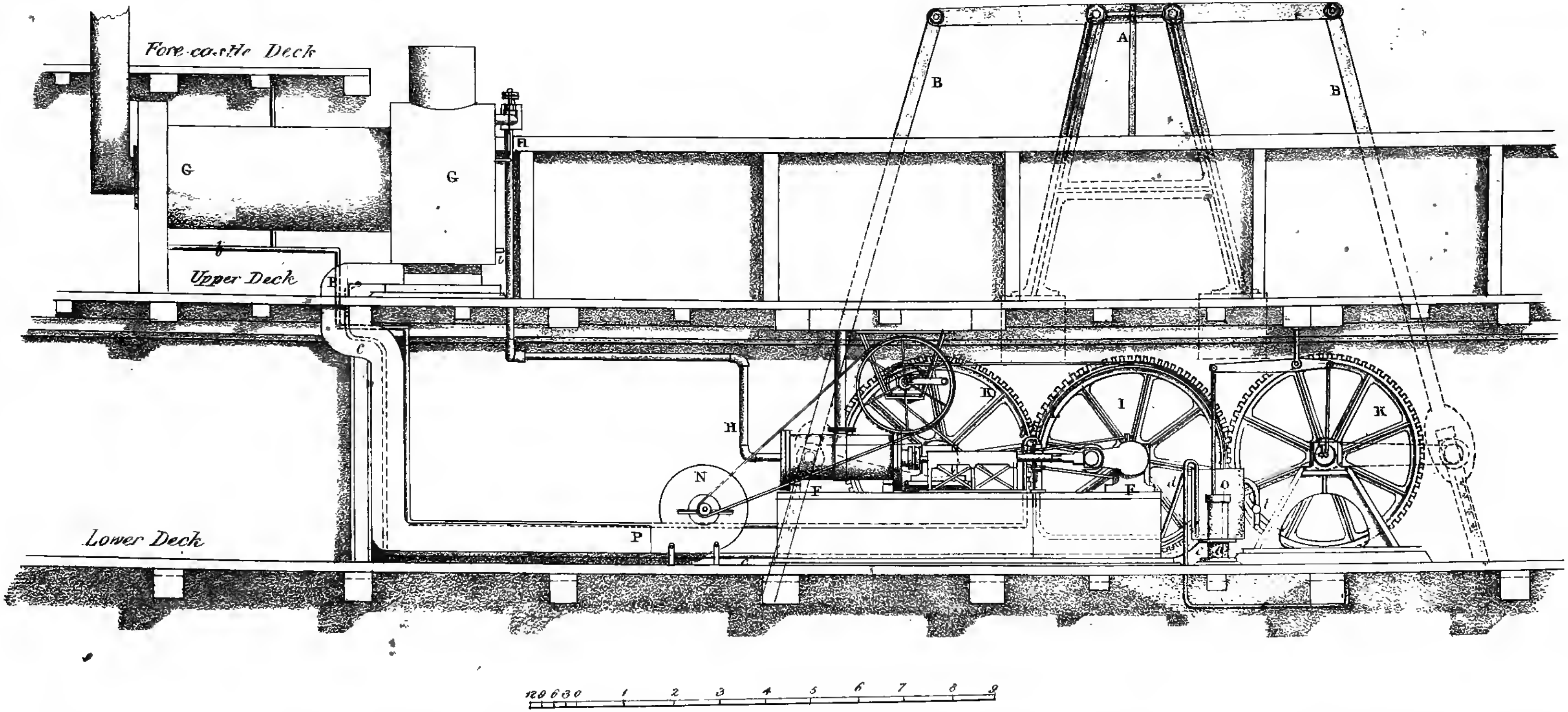
TABLE EXHIBITING THE NUMBER OF DAYS OCCUPIED IN THE TRANSMISSION OF INDIAN LETTERS TO ENGLAND BY THE OVERLAND CONVEYANCE, FROM 27TH SEPTEMBER, 1837, TO 5TH DECEMBER, 1838.

SENT FROM BOMBAY BY STEAMER.	DATES OF MAILS FROM			SENT FROM ALEXANDRIA		ARRIVED IN LONDON			
	Bombay.	*Calcutta.*	*Madras.*	*Viâ Marseilles.*	*Viâ Falmouth.*	*Viâ Marseilles.*	*Total Days from Bombay.*	*Viâ Falmouth.*	*Total Days from Bombay.*
ATALANTA	September 27	September 11	September 15	October... 27	November 7	November 22	56	December 4	68
HUGH LINDSAY	October... 26	„	„	November 27	December 5	December 22	57	January... 8	74
BERENICE	November 30	„	„	December 27	January... 2	January... 31	62	„ ... 31	62
ATALANTA	January... 5	December 23	December 23	January... 27	„ ... 30	March ... 13	67	March ... 7	61
HUGH LINDSAY	„ ... 28	January... 14	January... 11	February.. 27	February.. 27	„ ... 22	53	„ ... 29	60
ATALANTA	March...... 1	February.. 17	February.. 18	March...... 27	March ... 28	April 18	48	May 3	63
BERENICE	„ ... 30	March...... 17	March...... 22	April 27	April 24	May 19	50	„ ... 21	52
ATALANTA	April 27	April 16	April 17	May 27	May 22	June 19	53	June 18	52
BERENICE	May 21	May 9	May 12	June 17	June 17	July 9	49	July 17	57
ATALANTA	August ... 1	July 17	July 23	September 27	October ... 9	October... 17	77	November 12	103
BERENICE	September 13	August ... 30	September 1	October... 7	„ ... 9	„ ... 29	46	„ 12	60
ATALANTA	October... 6	September 23	„ 25	November 7	November 6	November 28	53	December 5	60
HUGH LINDSAY	November 1	October... 20	October... 23	December 7	December 4	December 27	56	January... 7	67
BERENICE	December 5	November 23	November 28	December 27	January... 1	January... 21	47	February.. 4	61



View of the Machinery fitted to Melvilles' Patent Propellers on Board the Ship "MARIA" 460 Tons. Captn. James Black; now on a Voyage to BOMBAY.

(January 1839)
I. T. Beale, Engineer, East Greenwich.



View of the Machinery fitted to Melvilles' Patent Propellers on Board the Ship "MARIA" 160 Tons. Capt^{n} James Black, now on a Voyage to BOMBAY (Jan^{y} 1839)

I. T. Beale, Engineer. East Greenwich.

APPENDIX.

REFERENCES TO VIEWS OF THE MACHINERY FITTED TO
Melville's Patent Propellers,
ON BOARD THE SHIP MARIA, OF 460 TONS, CAPTAIN JAMES BLACK,
(Messrs. Gardner, Urquhart, & Co., Owners),
J. T. BEALE, ENGINEER, EAST GREENWICH.

A.	Standard, or frame.
B.	Paddle-bars, at the lower extremity of which the paddles are fixed.
C.	Radius, or guide-rods to paddles.
D.	Paddle-cranks.
E.	Cast-iron girder, fixed on the side of the ship, carrying plumber-blocks to support the outside ends of shafts.
F.	Engines; ten-horse power each.
G.	Boiler.
H.	Steam-pipe, containing two sluice-valves (one near the boiler, and the other near the engine) for regulating the supply of steam to the engine, and a safety-valve.
I.	Mortise-wheel fixed on the engine-shaft, communicating motion to the two wheels K, (fixed on the paddle-shafts), and carrying the drum L.
K.	Toothed-wheels, fixed on the same shafts with the cranks D, to which they communicate motion.
L.	Drum; driving, by means of a strap, the intermediate shaft M, which drives the blowing-machine N, by means of another strap.
M.	Intermediate shaft, with drums receiving motion from the drum L, and communicating it to the blowing-machine N, by means of straps; this shaft has a crank-handle fitted to it, for driving the blowing-machine to get up the steam previous to setting the engine to work, but which can be removed before the engine starts.
N.	Blowing-machine, for getting up and maintaining the steam.
O.	Iron tank, containing a six-inch pump, drawing water from the outside of the vessel, to supply the feed-pumps of the engines.
P.	Air-trunk, conveying air from the blowing-machine to the furnace.
Q.	Hand-pump, fixed and cased in against the fore-part of the windlass-bits, for filling the boilers by hand, when requisite.
a.	Suction-pipe for six-inch pump.
b.	Waste-pipe to cistern O.
c.	Suction-pipe to hand-pump, branching out from the pipe A.
d.	Suction-pipe for the feed-pump of starboard engine.
e.	Suction-pipe for the feed-pump of larboard engine.
f.	Feed-pipe to boiler.
g.	Pipe from hand-pump communicating with the feed-pipe of each boiler
h.	Exit steam-pipe from engine.
i.	Blow-off pipe from boilers.

DESCRIPTION OF THE ENGINES, &c. FITTED TO
Melville's Patent Propellers,
ON BOARD THE SHIP MARIA, OF 460 TONS, CAPTAIN JAMES BLACK,
(MESSRS. GARDNER, URQUHART, & Co., OWNERS).

THE engines fitted on board the *Maria* are on the horizontal construction, and of the estimated power of ten horses each. The boilers are made on the principle of locomotive boilers, with the fire entirely surrounded by water. In order to prevent any accident from fire, they are placed upon wrought-iron plates, containing water between them, and have a pipe communicating with the steam-head, to prevent the water being blown out of them, should steam be formed between them; but as the blast used to urge the fire passes over them previous to passing through the bars of the grate, there will always be a greater tendency to condense than to evaporate. An artificial blast is produced by means of a blowing-machine, which keeps up the fire, the chimney being too low to produce a sufficient draught.* The motion is communicated to the Propellers from the engine by means of three wheels, the middle one being placed on the engine-shaft, in order to obtain a more uniform strain on the various parts of the engine. The water to supply the boilers is brought through the side of the vessel, by means of a pump worked by the starboard engine, into a cistern in which it is immersed, from which the feed-pumps of each engine are supplied. The principal dimensions are as follow:—

	F.	I.
Diameter of cylinder	0	10$\frac{3}{4}$
Length of stroke	2	0
Diameter of driving wheel—pitch-line	4	10
Length of paddle-cranks	3	0
Breadth of paddles	2	0
Depth of paddles	2	0

The boilers attached to the engines working the Propellers, being placed on the upper deck of vessels using them, all increase of temperature is thereby avoided, which in a tropical climate is very desirable, as the confined space below, usually allotted for the engine-room on board steam-vessels generally, must be detrimental to the engineers, stokers, &c.; should even an accident from fire occur, the consequences would be less serious to a vessel carrying the boilers and furnaces on the upper deck, where all hands could readily use their utmost

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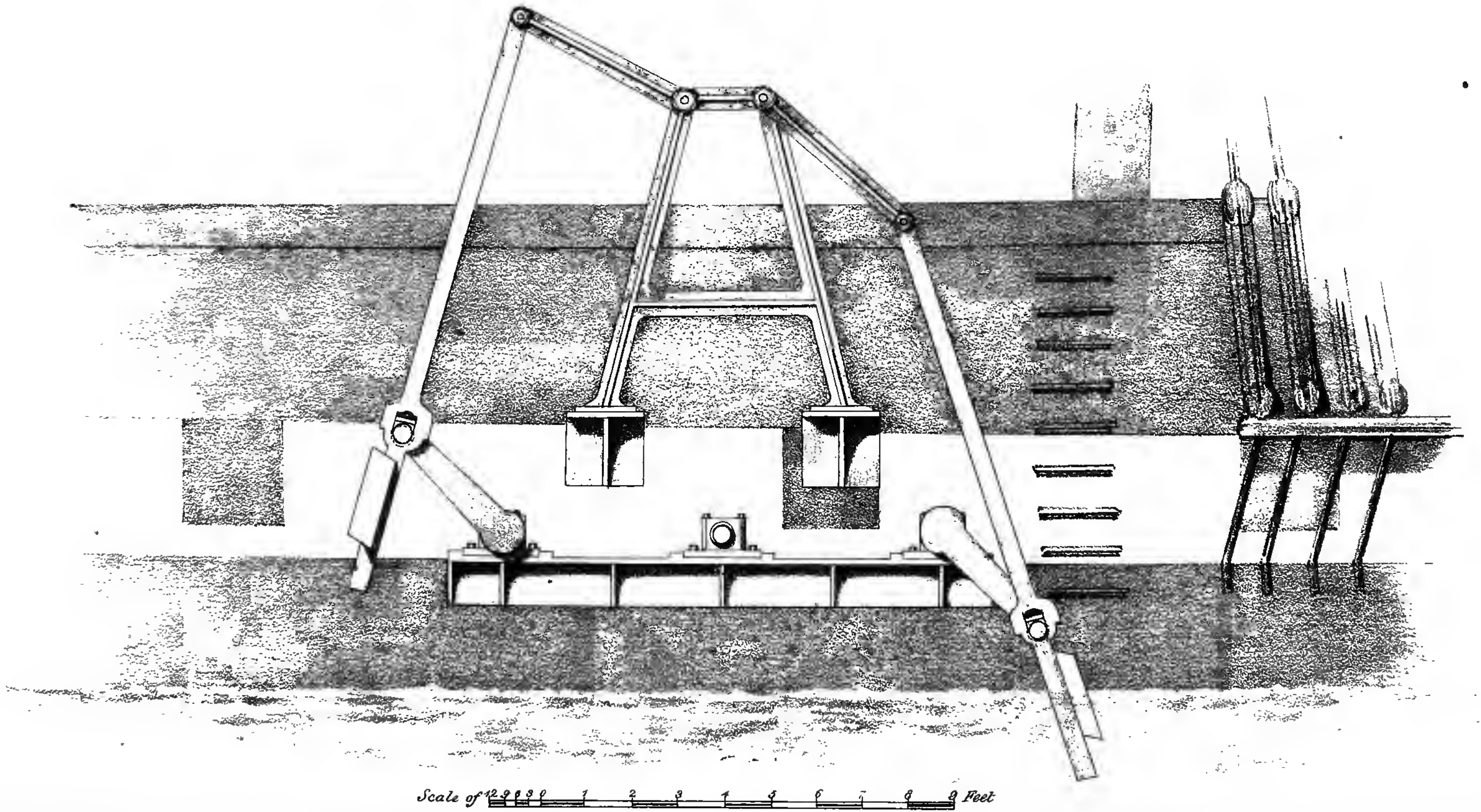
* The suction-pipes of the fans (or blowing-machines) connected with both engines, if led to the lower part of the hold, would cause a thorough ventilation, productive of the greatest advantage to the ship and cargo, preserving both, and contributing materially to the health of the crew.



Baily & Co. lith.rs 83. Cornhill

View of Melville's Patent Propellers fitted to the Ship "MARIA" 460 Tons, Capt.n James Black, now on a Voyage to BOMBAY. (Jan.y 1839).

exertions, than on board a steam-vessel fitted as at present, with the fires between decks; this arrangement also prevents the possibility of accidents occurring from the ignition of coals, which are too frequently stowed close to the boilers—a contact highly improper.

REMARKS ON THE ACTION OF THE PROPELLERS, &c.

The superior effect of these Propellers over the wheel, has been established by numerous experiments. The wheel, with its heavy outbearings and paddle-box, which affect injuriously the stability of the vessel, besides being a cumbrous, clumsy, and unsightly appendage, can only be rendered effective as a propeller at the expence of a great waste of power. Much of the effective action of the wheel is oblique, whilst that of these Propellers, from the moment the vessel moves, is direct throughout. When the paddle-board of the wheel first strikes the water, the action is vertical, as well as horizontal, and has a tendency to raise the vessel's head as well as to propel her: this partially oblique action of the wheel occasioning a violent jerk when it first strikes the water, and throwing a great quantity of water upwards when leaving it, produces great commotion and swell; in this manner a very considerable portion of the effective power of the engine is lost. These Propellers, on the contrary, have an action producing a horizontal movement throughout the whole of the stroke. The consequence of this arrangement is, that there is no jerk or vibration, and no backwater; indeed, it is difficult to conceive any mechanical action more smooth and equable. The machinery is so arranged, that twice during the revolution the engine is relieved of all resistance, when the crank is on the centre, or dead-point, over which the momentum, previously acquired, carries it. The Propellers enter the water with an accelerated motion, and do so, slightly inclined from the perpendicular; when they come to the point of their deepest immersion, both the crank of the engine, as well as the Propellers themselves, are in the position of most effective action. The Propellers having passed the point of greatest immersion, they again become accelerated; and so on throughout every revolution. These Propellers act at every stroke on a fulcrum of dense water—that is, on water which has not been previously disturbed, and their directness of action has led to a great diminution in the area of the propelling surface necessary: the ship *Maria*, of 460 Tons, of the usual construction of a trading vessel, and when drawing 16 feet water, is propelled by two surfaces of four square feet, eight square feet only in the aggregate being immersed at one time: the Propellers make thirty-nine revolutions per minute. Their extreme lightness is also a great advantage—they can be worked independently of each other; so that a ship may be rapidly turned by reversing the action on one side; and, in tacking, she may be kept from making lee-way, by working the lee-propellers only.

The vibration caused by these Propellers is scarcely perceptible, whereas that occasioned by the paddle-wheels, is in some steam-vessels excessive, and in all disagreeable. The Commander of a steam-vessel at present in active service, referring to the effect produced by violent motion upon a chronometer placed in his cabin, states—* "This cabin being over one of the main beams which suspend the paddle-wheels, is so affected by the concussion caused by the wheels striking the water, that until use had accustomed me to it, I could not suppose it possible any one could live in it: writing there is quite out of the question; and it requires some practice even to be able to read when the vessel is going fast."

Another important consideration in favour of these Propellers, is the very trifling addition they are to a ship's beam, when compared to the unwieldy paddle-boxes. Should a war render the increase of our naval steam-vessels requisite, new docks must be constructed to admit them; as at present there are few wide enough at the entrance to receive the first class steam-ships, particularly at the outports, where accidents might oblige them occasionally to resort.

For the inland steam-navigation of India, these Propellers are peculiarly applicable; they create no commotion or swell, which on the Ganges, Hooghly, and other crowded rivers, would be a most serious annoyance to the natives, whose fragile boats are ill adapted to encounter the effects produced by steam-vessels as at present fitted:—the casualties on the Thames from this cause, are sufficient to warrant the assertion, that the paddle-wheel in India will be objectionable.

Other advantages are, that the action of these Propellers can be readily adapted to varying draughts of water; they can be applied without difficulty to *all existing vessels,* whatever be their form or construction, neither outward bearings nor paddle-boxes being necessary; and they can also be removed at pleasure, if at any time this should be deemed requisite.

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* See Nautical Magazine for April 1839, page 246.

PRO-FORMÂ INSTRUCTIONS TO THE COMMANDER OF A SHIP FITTED (LIKE THE MARIA) WITH STEAM-POWER, AS AN AUXILIARY AID.

London, — December, 18—.

Captain ____________

Ship ____________

Sir,

The ________ under your command, bound to Bombay, being ready for sea, we request your attention to our instructions respecting the management of the steam-power (to be used during calms and light airs) with which the vessel is fitted; and need hardly remind you that upon your judgment, zeal, exertion, and prudence, the efficiency of such an auxiliary aid chiefly depends:—assure your officers and men, that without the exercise of these qualities, no favourable results can be expected.

Remember, dispatch is your primary object; let all others be subservient to it. In order to ensure this, resolve never to lose an hour; issue a standing order, that when from light variable winds, the ship goes less than *three knots,* the steam is *to be immediately got up;*—if the breeze *increase,* the fires are easily put out; and should it *decrease,* so much time is gained. *You must not wait to see if it is going to be calm or light weather;* such habitual delay would be injurious. Consider the above as a general rule, and adhere to it:—frequent use of the machinery will improve, rather than injure it. We annex our ideas of your outward track: they are derived from *Horsburgh,* whom you cannot study too often, or observe too rigidly:—unless circumstances require it, any deviation from his instructions, generally proves detrimental.

On quitting the English Channel, shape a westerly course, in order to obtain a good offing, which at this season of the year should be particularly attended to, on account of strong westerly and south-westerly winds prevailing. Do not haul to the southward until well clear of Cape Finisterre, or approach it nearer than 45 or 50 leagues: from thence steer for Madeira, pass to windward of it, and then proceed southerly, as near as wind and circumstances will admit. Endeavour to cross the Equator in 11° or 12° West, thereby avoiding the African coast, and the strong currents near it. At the southern edge of the N. E. Trade, the wind becomes light, and the water smooth: this will be one of the best situations for using the Propellers. Continue from the Equator as near south as you can, until you enter the S. E. Trade, which in January hangs well to the eastward, with smooth water (also favourable for steaming). Keep the sails clean full, and get out of the Trade as rapidly as possible. On losing it, make all the southing you can until you reach 38° or 39° S.; in which latitude strong westerly winds prevail. Run down your easting on this parallel, and by so doing avoid the westerly current on the outer edge of L'Agulhas Bank. Arrive at 52° or 53° East before you haul to the northward. Being too early for the Mozambique Channel, proceed for the middle passage. After passing Cape East, haul in for the land, and sight Cape Ambre, that you may take a fresh departure: then steer North, and N. ½ E., to avoid the shoals N. E. and N. W. of it; and when well clear of the Mahé Islands, steer direct N. E. for Bombay. From Cape Ambre you will probably have much light weather, during which your steam-power will be of great service.

The preceding is our opinion of your proper route. We have no wish to fetter you with orders on this subject, knowing your earnest desire to make a fine passage: if, therefore, you can adopt a more preferable track, do so. Before concluding this letter, we shall give a few instructions for the engineer:—these you will insist upon being strictly attended to.

Promote and encourage amongst your people a knowledge of the machinery, which is really very simple: this will prevent your being at a loss in case of any casualty occurring to your engineer.

Take great care of the stores on board for the use of the engines: serve them out when required, and note the quantity used in any given time, so as to check any abuse of them; as the exhaustion of your oil, tallow, &c. would be occasioned by profusion. Keep the machinery at all times clean, well-oiled, and ready for use: let the boys assist in this work, and an officer superintend it, who must always be on the alert to prevent mischief, inattention, wilful damage, &c.

In attaching or detaching the paddles (or paddle-arms), observe the greatest care to prevent their loss. Let the man who does this work, always have a person attending with a bucket and lanyard, in which every thing loose may be put out of hand: the man himself should be slung in a bowline-knot, and your quarter-boat ready in case of accidents: the *lee*-paddle will of course invariably claim your attention first. Much time and distance are saved by attention to the chronometers and good steerage:—let the officer of the watch see that the ship is always kept as near her proper course as possible, and carry all the sail you can with prudence.

Your log-book will require more than usual attention (as we hope it may prove of use for future voyages). Insert in *red* ink the hours you use the propelling power: the extent of its utility will then be more easily ascertained. This and your track, you must hold at our disposal for examination on your return. Make careful memoranda of any improvement that may be suggested, in the power, action, or fixing of the machinery on another occasion: indeed all the information you can possibly collect on this subject, will be interesting.———

Engineer's Instructions.—Blow out the boilers occasionally, to get rid of the concentrated salt-water, which would otherwise be highly detrimental to them (indeed the blow-off cock might at all times be kept gently running): put in some potatoes frequently, to prevent incrustation. Clear the boiler-tubes very often, and keep the boilers clean inside: this is absolutely imperative.

When the boilers and pipes are thoroughly tight, give them several coats of boiled oil and red ochre. On no account allow an accumulation of fire to take place under the bars, as that would materially injure them. When using the engines, always *have a proper supply of water in the boiler,* as more accidents happen from neglecting this, than from any other cause.

Keep the engines, bearings, &c. properly oiled, and at all times ready for use. Use *sperm-oil* for all the cold bearings, and common *fish-oil* for the inside of the engine. If after the engine has been at work a few minutes, water should be seen coming from the steam-pipe, it proves one of two things—there is either a bad fire, or the steam is turned on too flush, which would, if suffered to continue, be most destructive to the boilers and engines. When the engines are out of use, unpack them when hot, and well oil the cylinders inside; then repack them ready for use: of course, when this is done, the steam must be quite down, or some water might distil into the cylinders, and if allowed to remain there, would injure them. Take care to oil the slides through the oil-feeder often; break the coals about the size of an egg, and lay them regularly on the fire. In using up the dust, spread it equally when there is a good fire. As soon as the fires are out, and the fireplace sufficiently cold, lay the fresh fuel ready for lighting when wanted. Never start the engine too rashly with the full power of the steam all at once, as by so doing, you would probably blow all the water out of the boiler. Keep sober, and be carefully attentive to your duty.———

Add to the preceding any orders you deem requisite. Let attention to the good care of the machinery, become the men's daily routine of duty, and they will soon be habituated to it. Make your number to any ship passing, and avoid the delay of speaking vessels.

We are not aware of any other important topic to urge upon your attention: your own good sense will supply the omissions in these instructions.

We have now only to remind you, that an officer should always attend when any of the machinery is to be detached, paddles removed, or shipped; and that by availing yourself of the brass shifting cogs enabling you to get the cranks well up out of the water, you may possibly never require to unship the paddle-arms. Should a heavy sea render that absolutely necessary, let it be done with the utmost caution.

We have confined our remarks in this communication principally to guide you in the judicious use of the steam-power, as an auxiliary aid: your general instructions are contained in a separate letter.

Accept our best wishes for your complete success, and believe us.

Yours faithfully,

____________________ *& Co.*

Owners of Ship ____________________

FINIS.

S. M'Dowall, Printer, 95, Leadenhall Street.